VOLUME X NUMBER 11 52 PAGES

Cycle News WEST

March 27, 1973

America's Largest Weekly Motorcycle Circulation

CN INTERVIEW WITH JARNO SAARINEN

THE FINN WHO BROKE THE BANK AT DAYTONA

NEW KAWASAKI 903 SETS 24-HOUR SPEED RECORD...
AND 8 MORE

REVIVAL: 100 LAPS AT ASCOT
CHAMPIONSHIP: 125 MOTOCROSS AT ARROYO
DOWN HOME: SHORT TRACK AT THE FAIRGROUNDS

50¢

MOTORCYCLES BANNED IN L.A. BASIN?

FEDS SAY SCOOTERS POLLUTE WORSE THAN CARS

THOSE MARVELOUS MEN IN THEIR THREE-WHEEL RACERS

Newspaper

P.O. Box 498 Long Beach, Ca.
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Maybe it should be called Yamaha Beach, Florida.

It's hard to be humble when you run circles around your competition. And that's just what Yamaha did for the second straight year at the 32nd Annual Daytona Motorcycle Classic.

It was Yamaha, one, two, three in the 200 Mile Expert National Championship Road Race. Yamaha Racing Team Members Jarno Saarinen and Kel Carruthers finished first and second, while privateer Jim Evans placed third.

The 350cc, water-cooled, Yamaha machines literally blew the 750cc "Superbikes" off the track in the most important motorcycle event in the western hemisphere.

Gary Fisher and Don Castro of the Yamaha Race Team placed first and second in the 250cc Expert/Junior 100 Mile Road Race, while six other Yamaha machines placed in the top ten.

Yamaha Team Member, Pierre Karsmakers outclassed all competition to win the Open Class National Championship Motocross Race. And earned the Florida Winter-AMA Series Championship.

Look at these Daytona results. And then go out and look at a Yamaha.

200 Mile Expert National Championship Road Race–Sunday, March 11, 1973.

1st	Jarno Saarinen	**Yamaha**
2nd	Kel Carruthers	**Yamaha**
3rd	Jim Evans	**Yamaha**

250cc Expert/Junior 100 Mile Road Race –Saturday, March 10, 1973.

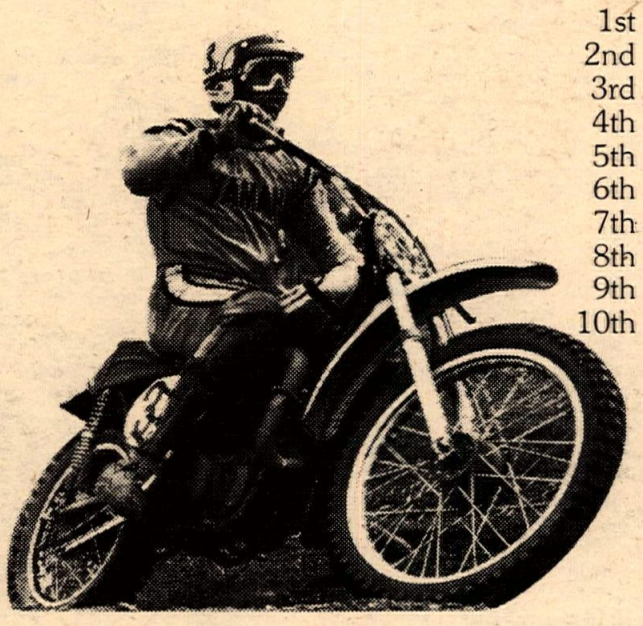
1st	Gary Fisher	**Yamaha**
2nd	Don Castro	**Yamaha**
3rd	John Long	**Yamaha**
4th	Ron Pierce	**Yamaha**
5th	David Smith	**Yamaha**
6th	Steve Baker	**Yamaha**
7th	Jim Evans	**Yamaha**
8th	Art Baumann	Kawasaki
9th	Yvon Duhamel	Kawasaki
10th	Howard Lynggard	**Yamaha**

Open Class National Championship Motocross Race–Saturday, March 10, 1973.

1st	Pierre Karsmakers	**Yamaha**

100 Mile Junior Road Race–Friday, March 9, 1973.

1st	Phil McDonald	**Yamaha**
2nd	Dennis Varnes	**Yamaha**
3rd	Bob Deiss	Harley-Davidson
4th	Gary McGoron	**Yamaha**
5th	Mike Caves	**Yamaha**
6th	John Green	Kawasaki
7th	Jessie Byars	**Yamaha**
8th	Larrance Bleil	**Yamaha**
9th	Brian Abbott	**Yamaha**
10th	Bruce Lind	Kawasaki



Amateur Road Races–Wednesday, March 7, 1973.

Class II, 101cc-125cc

1st	Henry Olynger, Jr.	**Yamaha**
2nd	James Martin	**Yamaha**
3rd	John Hubbard	**Yamaha**
4th	Dennis Martin	**Yamaha**
5th	Jerry Horner	**Yamaha**
6th	Douglas Wilson	**Yamaha**

Class V, 201cc-250cc

1st	William Hoevel	**Yamaha**
2nd	Dennis Kirk	Ossa
3rd	Sam Blanton	**Yamaha**

Class VI, 201cc-250cc, Multi Cylinder, two-stroke. 251cc-360cc, other engines.

1st	John Gleason	**Yamaha**
2nd	Randy Cleek	**Yamaha**
3rd	William Weigle	**Yamaha**
4th	Clifford Guild, Jr.	**Yamaha**
5th	Murray Hoffman	**Yamaha**
6th	Edward Eaton, Jr.	**Yamaha**
7th	J. Ridgeway, Jr.	**Yamaha**
8th	Shane Jones	**Yamaha**
9th	Phil Sanders	**Yamaha**
10th	Frank Dellinger	**Yamaha**

76 Mile Novice Road Race–Saturday, March 10, 1973.

1st	Gary Blackman	**Yamaha**
2nd	John Solimine	**Yamaha**
3rd	Murray Hoffman	**Yamaha**
4th	Edward Daley	**Yamaha**
5th	Tommy Hall	**Yamaha**
6th	Clifford Guild, Jr.	**Yamaha**
7th	Steve Morehead	**Yamaha**
8th	Kevin Stafford	**Yamaha**
9th	William Peters, Jr.	**Yamaha**
10th	Chuck Killen	**Yamaha**

1973 Alligator Enduro-251cc-Open B Class

1st	Robert D. Harris	**Yamaha**

Powder Puff

1st	Lynn Kahler	**Yamaha**

Someday, you'll own a Yamaha

Cycle News

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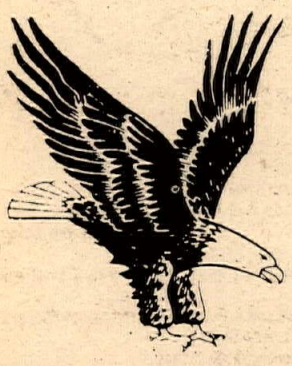

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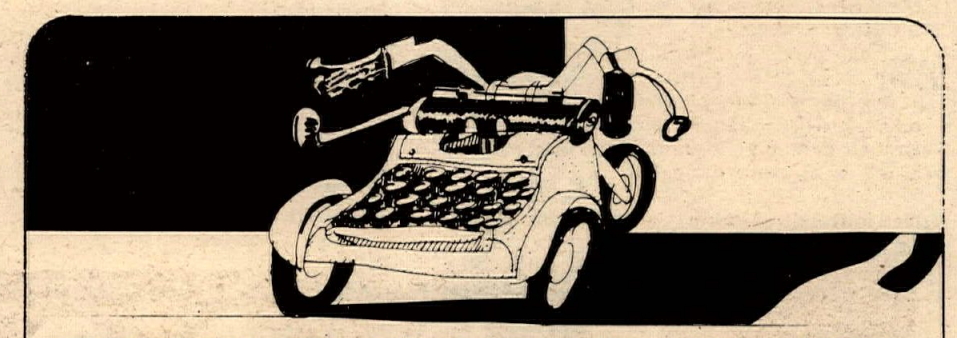
LESS SOUND
db
MORE GROUND

Internal Specs

COLUMN: Poop-dee-poos 7
SECTION: North 8
FAMILY ENDURO: Are you man enough for Granny Two 10
DESERT: Sho am dusty 12
RECORDS: Kawasaki + Daytona + Yoshimura = 9 14
FRIENDLINESS: Sidecars 16
TECHNICAL: More swing arm for more trophies? 18
OPINION: Speaking up 20
GRAND PRIX: AMEing it 22
PRO MX: 125 National Championship 24
PRO OTHER STUFF: 100 lap TT at Ascot 28
SMOOTH TRACK: In the Imperial Valley 30
BRIGGO: Briggs on the End 32
NEW PRODUCTS: Trick stuff for your motorbike 34
CALENDAR: Upcoming coming up 36
RESULTS: Who me? 40
CARTOON: Being catty 49
THE MAN WHO WON DAYTONA: Jarno Saarinen 50



VOICES OF THE WEST

I SAY AGAIN

While reading, in the March 6 CN, Mr. Michael Jordan's attack upon my views, I was astonished to discover that, in a number of instances, I was nodding in enthusiastic support of his criticisms. Could it be that I strongly disagreed with myself?

The mystery cleared up when I realized that on more than a dozen particulars, Mr. Jordan goes so far as to attribute to me positions exactly the opposite of those I have taken repeatedly, in detail, and at length. Surely the responsibility for such sweeping and wholesale misunderstanding cannot be entirely mine.

Perhaps if Mr. Jordan were able to hobble his preconceptions and to check-rein his imagination, he would discover that his disagreement with what he fancies I say brings him into tolerable agreement with what, in fact, I do say.

J. G. KROL
Anaheim, Calif.

It would be nice to see two thinking bikers agree. However, we're going to stay out of the crossfire...Ed.

THE NATIONALIST SANDWICH

Your recent test of the 235 Reuben was certainly a motorcycle-journalism first. I would like to commend you on a fine testing procedure for a single unit, which account I read with relish. However, it irks me no end to find yet another example of creeping left-wing elitism, especially in a field where the American (flags and trumpets, please) product is unquestionably superior to Eastern transplants. The All-American model is one of a long line of superb creations; other models include the Hot Dog, the Hamburger, and that all-time favorite the BLT.

In the days of my youth, the GCS (grilled cheese sandwich) Stage I was in production in Los Angeles. Ah, now that was a handful – peppers, onions, and ham on a base of jack cheese. In these days of economy and ecology the full-dress Stage I has been supplanted by a streamlined Stage III. The newer model seems to handle much better in tight places, a feature I'm certain you appreciate.

SAM KINGSLEY
Pres. Marusho Motors Ltd.

SUPERMAN

Could you yourself advise me all about motocross riding or could you tell me who I could contact?

Craig Roach
Sherman Oaks, Calif.

We don't know anybody who knows all about motocross and probably wouldn't believe them if they said they did. You could cable Robert, Bruxelles 14 16, Belg. for openers...Ed.

VOICE OF THE PEOPLE CAN BE HEARD

To answer the letter from John Ulrich of La Mirada published in Cycle News, February 27, 1973 concerning the possible closure of Marina Beach Dunes, 350 Cycle News readers feel that you're wrong, John...I mention this because, to date, 350 riders have signed petitions and returned them to the ORV Subcommittee for use in any manner to save "Marina Dunes".

Personally, I'd like to commend John on his adept use of "reverse psychology". I must admit that his letter contained points that were well taken.

On January second, 1973 when Marina Beach Dunes ORV activity was brought before the Monterey County Board of Supervisors, the California Off Road Vehicle Association sent its representative to the meeting with a plea for establishment of the area as an ORV park, armed with a petition containing 396 signatures (These signatures incidentally were collected over a three-year period). The recommendation made, and the petition presented were the only defense solicited in behalf of the ORV recreationist residing in the county. From this one instance blossomed the consideration by the Board of Supervisors to establish the Monterey County Off-Road Recreational Vehicle Advisory Subcommittee.

To take the attitude that petitions and signatures of organized pleas "aren't worth a try" would only be a contradiction of the benefit that they allowed on January second. Additional signatures will only verify the interest in the particular area, whether these come from county or non/county residents. Further, it will substantiate the need for such an area.

If every ORV enthusiast/rider took a "defeatist" attitude, recreational needs would never become known; ORV use would have literally been legislated out of existence long ago, and off-road vehicle enthusiasts would not acquire the strength in number that appeals to legislators.

In conclusion may I state that the ORRV Subcommittee in Monterey County has forestalled any disposition of the Marina Dunes for 45 days from February 21st, making a recommendation to the Board of Supervisors to allow the subcommittee time to submit a counter proposal.

For more information, write CORVA, Northern Regional Office, 60 Talbot Street, Salinas, California 93901, (408) 422-0136.

A. J. DOMANGUE
Regional Director
Northern Regional Office
C.O.R.V.A.

TRIALS NOT FORGOTTEN

Perusing the latest Cycle News we find a letter by the self-claimed "North American Trials Champion" explaining the rules of the American Trials Association, which we thought we knew!

When Sammy Miller, Mick Andrews, and Rob Edwars rode in ATA trials, they followed the ATA rules. These gentlemen are international caliber riders, and they didn't have to move a stake two feet so they could ride the section with a clean.

When we are setting up sections we have a technique of clearing away brush and loose rocks. We turn our feet to the side and drag them along the ground with much stomping and turkey laughing – this we call the "Leavitt Shuffle."

ATA rule No. 8 under "Trials Course" states: "No changes will be allowed to the sections at any time without the specific consent of the Course Marshall." When you do the "Leavitt Shuffle" thru a section during a trials event, you can very easily change the section on the line you intend to ride. The width of a tire is ¾ inches, not 25 feet. Why, even Mr. Barkfeather in only a half dozen extra trips using the "Leavitt Shuffle" can displace enough rocks a few inches at a time to get his Sears Super T thru the most hideous sections.

Everyone should know they can go to Spain and ride. We start with the No. 1 ATA rider, and go as far as we can with the money we get from the Trial de Espana. To be ATA No. 1, you must accumulate the most ATA Master class points. To be eligible for points, you must be an ATA member. To be an ATA member you have to join an AMA member club, that is SCTA, Plonkers, VOTE or SDTR, and that is where the rub is. You see, the clubs are going to require you to work. That means, set-ups, points and horror of horros – checking. We would be delighted to see the "Champ" checking a section all day. After running thru 100 Novices and 50 Amateurs three times, he would find the smart lip and intimidations from a rider a bit tough to take.

Let's all get out of the rafters and each other's trees, and play the game with sportsmanship, not gamesmanship, because, Lane, we too are deeply hurt and truly upset.

MARVIN E. RUSSELL
President, SCTA
Buena Park, Calif.

GRANNY ISDT QUALIFIER

The guy with the two children (Jodie and Kelli) that picked me up in the black pick-up truck. You remember the kid that was freezing out in the desert at the Granny II Enduro? Thank you very, very much!!!

TERRI HOFFER
Hacienda Hgts., Calif.

A BOOT IN THE...

I was very pleased to see your recent report and evaluation of the various motorcycle boots on the market. Comparisons like these are needed more often so consumers can make informed decisions about purchasing items best suited to their own needs.

I found that I, too, had been fooled. I had taken the word of friends on which motocross boots were the best. I learned from your boot comparison though, that the boots I had purchased were "only suited for trials riding and not good for much else"! I have informed my friends to do more research before suggesting MX boots to anyone else. Please inform your readers not to take seriously any recommendations from my friends. They are Roger DeCoster, Ake Jonsson, Torsten Hallman, Brad Lackey and Marty Tripes, to mention a few. After all, what do they know about motocross boots.....

CHUCK RAMAGE
Parts & Sales Manager
Torsten Hallman Racing
La Mesa, Calif.

We'd wear freebies, too, Chuck if we got them. Your "Whoop-de-chews" chest protector is still a neat item. Your friends know from whence endorsements come...Ed.

CYCLE NEWS IS RED

Feds Say Scooters Are Polluters
Ban on Motorcycles in L.A. Basin Possible

by Charles Clayton

A typical two-stroke motorcycle causes more air pollution than four 1971 automobiles!? That is what the federal government's Environmental Protection Agency says. In the Los Angeles Basin, where smog is the worst from May to October, the E.P.A. estimates that motorcycles dump 30 tons of dangerous reactive hydrocarbons into the air each day, compared to all the aircraft flown in the basin, which are responsible for 35 tons of pollutants.

Your typical four-stroke motorcycle is not much better in the eyes of EPA scientists. They claim to have tested "a wide variety" of four-cycle motorcycles and came up with an average pollution count of 4.4 grams of carbon monoxide, sulphur dioxide and nitrogen dioxide per mile, compared to the 3.4 grams of the same substances out of an average 1971 car.

"I cannot believe that my 500 Honda is a dirtier polluter than my Chevrolet," exclaimed a typical motorcycle enthusiast. "It sounds like their test rider had to be smoking a big cigar or something. It stands to reason that my car burns four times as much gas per mile as my Honda. So it's got to be making more smog."

WHAT IS HAPPENING

Not necessarily, says the E.P.A. Remember that the newer cars are loaded with retrofit emission control devices that change harmful emissions into innocent carbon dioxide. Few motorcycles can boast of having *any* of these smog-stoppers.

Until now, nearly everyone assumed that motorcycles didn't need smog valves, etc. In fact, tests performed less than two years ago by the motorcycle industry for the California air pollution control agencies seemed to confirm the low emission characteristics of motorcycle engines.

But testing procedures do change, as motorcycles have changed rapidly in the last two years. What if the EPA is right? They are charged by federal law with cleaning up the air. What do you suppose the six counties of greater Los Angeles would rather give up to comply with the Clean Air Act: air travel or motorcycles?

By 1977, "automobikes" are supposed to be limited to only 4/10ths of a gram emission per mile and even then, says EPA, California may have to accept gasoline rationing and limits on car and motorcycle registrations to meet the requirements of the Clean Air Act.

By 1977, unless the motorcycle industry does something about it, your typical two-stroke will be guilty of producing smog equivalent to that of thirty-eight new 1977 standard automobiles! My Honda 500, they tell me, would then make as much air pollution as eleven 1977 Cadillacs.

If nothing is done, motorcyclists may be faced with a difficult choice: whether to keep on riding, or keep breathing and letting others breathe. I don't think the voters will have any difficulty deciding which has to go.

There are straws in the smog already. Ventura County is seriously suggesting that motorcycles be banned, particularly if gas has to be rationed, since that would create enormous demand for motorcycle transportation. This demand would result, if the EPA figures are true, in a worse smog problem than we have now.

WHAT TO DO

What the motorcycle industry must do immediately is resolve to meet the same stringent emission standards as automobiles. Detroit says they can't meet the standards in time, but surely motorcycle manufacturers, working with smaller engines, can.

Simultaneously the industry members must pool their resources to launch an emergency research program and develop "clean" motorcycle engines. Suzuki, Triumph and Yamaha must introduce their new models with low-emission Wankel engines as soon as possible, certainly before 1977. Honda has shown how fast they can get new designs from the drawing boards to the showroom floor. Now the Japanese giant must crank out millions of motorcycles with their new, patented, clean-burning combustion chambers. Perhaps the new cylinder heads could be designed to fit older models so that I won't have to put my CB500 in a museum.

Two-stroke manufacturers had better start testing various motor oils and fuels for emission as well as performance in their engines, and hasten to make their findings public. Two-stroke owners should fill up with "smokeless" oils immediately.

The Death of Competition ?

Racers and trail riders may have to convert voluntarily to burning alcohol instead of gasoline in their machines. District 37 AMA rules would have to be changed to permit this. Alky is one of the lowest emission fuels, according to the latest EPA tests.

Francisco Chemicals of Glendale, Calif. sells methyl (undrinkable) alcohol at $1 per gallon for use in speedway bikes, but Dr. Francisco says that, with enough demand, it could be retailed for as low as 25 cents per gallon.

Hazen Bair of the Triumph distributors in Duarte, Calif. informs us, "it is a simple matter to convert, say, a Bonneville to alcohol. All you have to do is rejet and resize the orifices in the carb with a hand drill." Alcohol delivers more power, but less mileage, and runs cooler than gasoline.

MORE SCOOTERS – LESS POLLUTERS

Hopefully, some Thomas Edison-type person will invent and market a cheap, effective afterburner or some such device that can be fitted to existing motorcycles and make them less polluting. More emission testing facilities will have to be made available for experimenters.

Motorcycle makers and enthusiasts need not fear the EPA's findings as a threat, so much as view them as an opportunity to do our part to help clean up the air. Let the slogan be "More scooters – less polluters"!

In about two months, smog season will arrive in the Los Angeles Basin. There is no time to lose.

"WHAT, ME DIRTY?"

For more information write!
Environmental Protection Agency
Office of Technical Information and Publications
Research Triangle Park, North Carolina 27711

Mobile Source Pollution Control Program
401 M Street SW
Washington, D.C. 20460

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CZ is built for the rider. That's why it's not only a better dirt bike, it's a better CZ. So much better that when you ride one, you'll see why our changes are all for the right reasons.

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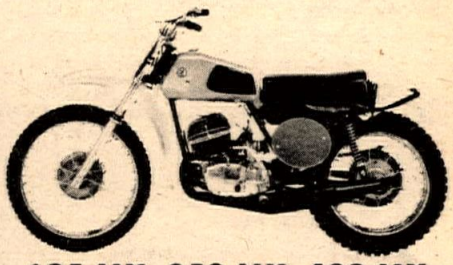

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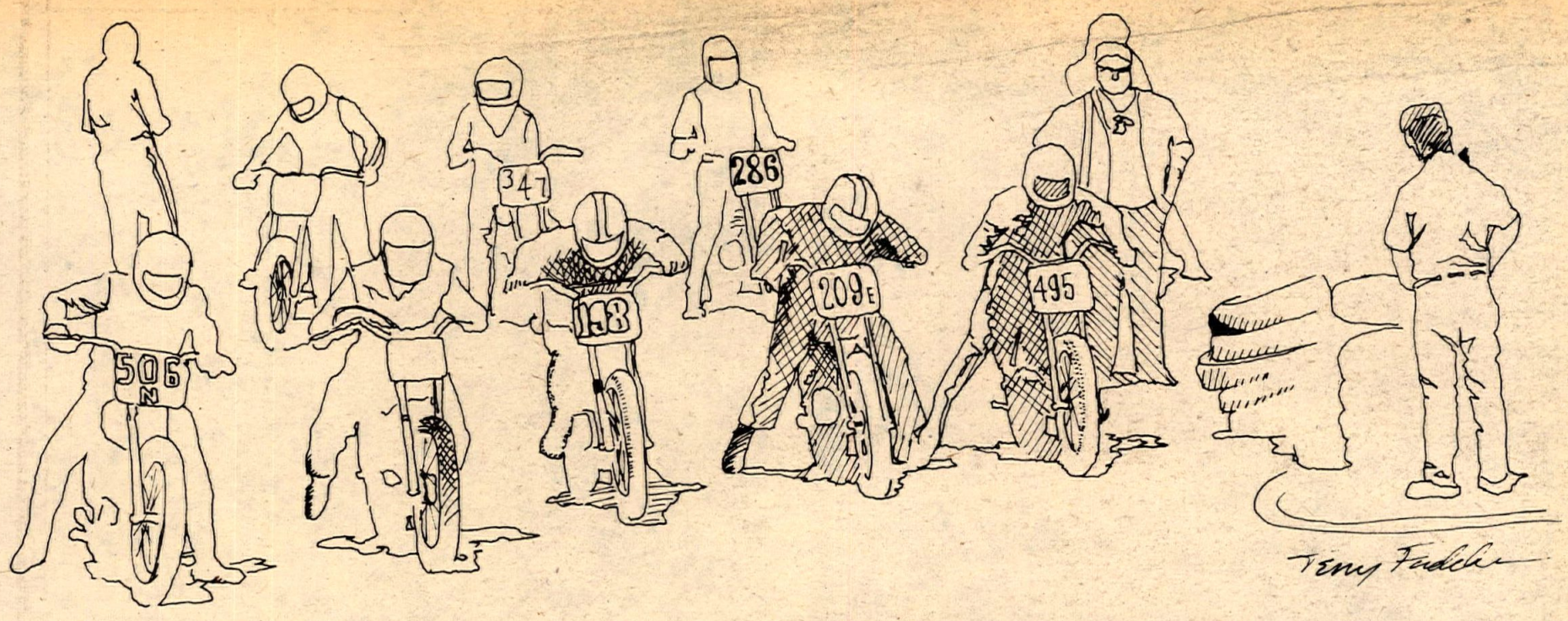


the latest poop

by Papa Wealey

FROM SANTA BARBARA'S FERMENTED GRAPEVINE – A fairly reliable source has it that AJS ace, Doug Grant, underwent surgery last week to fine-tune his body by removing excessive weight. Several pieces of heavy stainless steel were removed from his leg and ankle, to bring his physiological characteristics up the 1973 lightweight racing standards. The doctor hopes that the transfusion of Torco two-stroke oil might revive his natural motocross instincts.

* * *

During the Chapparal's enduro some low-life actually stole a broken down rider's water off his dead bike while he walked 500 yards to a checkpoint to get help. This person should be given lots more water, we think. About 60 fathoms of it.

* * *

The Orange County M.C.'s Great Bear Grand Prix (a real, no kidding D-37 only-four-a-year GP) will be broadcast live over KBIG, 74 on your radio tachometer, starting at ten on Saturday and 10:30 on Sunday this coming weekend, March 24 and 25. Wave. Papa will be there in about the twenty-fifth row on Sunday. (Papa will wave back loudly so you can hear him over the radio.)

* * *

We heard the following story about the Novice winner at Daytona. In victory circle Gary Blackman was asked how long he'd been road racing. It was his first race, he said. He'd written to Yamaha a few months previous and asked for a bike. You know, he said, they didn't even write back. So he bought a used one. What was his plan? He didn't have one. I just kept looking around, he said, and wondering where everybody was.

* * *

Hey, Yamaha is doing good things for us all (including their competitors) with their learn-to-ride program being conducted all over the country. Lots of people are being introduced to motorcycle in a manner that is far safer than the this-is-the-throttle-go-ride-it technique that many of those now riding got their starts with.

* * *

We sure were impressed by Buddy Elmore who worked his way up to fifth before being sidelined by mechanicals at Daytona. Long time no see.

* * *

Yvon DuHamel is going to take up stock car racing in North Carolina on April 8. DuHamel is master of any sort of vehicle.

* * *

Rex Beauchamp was the winner of the Atlanta Mile on his Harley. Hank Scott, Eastern brother of Gary, was the Junior winner aboard a Yamaha, and Jay Ridgeward won the Novice event using a Noguchi prepared Yamaha twin.

* * *

CYCLE NEWSIE MAKES GOOD: Paul Boudreau (identical twin to Bazooka Pete), former production mangler for CNW, went to work for "Dirt Bike" magazine in their production department a few weeks ago and was just made the assistant editor of a new magazine that Hi-Torque Publications is starting called "Motocross". Pete Szilagyi (pronounced something like "Sil-ah-gee") will be the editor. What do they know about motocross?

* * *

THE NATIONAL CHAMP IS HURTING: Mark Brelsford crashed at Daytona (if you didn't notice) and latest reports say that in addition to breaking his right leg he also broke one hand and ripped off his left knee cap. Somehow, he hopes to be out of the hospital by the time you read this and to have a trick surgeon work on him.

* * *

CAL RAYBORN is tough people. After breaking his shoulder and three ribs and having a tracheotomy performed on Sunday he was out of the hospital the following Tuesday and he may even make the next National road race at Dallas on April first and the International meeting at Imola, Italy and the Easter match in England. How do they do it?

* * *

If you didn't notice, Jarno Saarinen uses funny clip-ons. They point almost straight down. Now everybody will be using funny clip-ons.

* * *

The Sidewinders Enduro has been postponed until April 15 so that all you eager enduro riders can ride the DDMC Red Garter National points enduro on April 1 and still make it to the Sidewinders. Both pay CERA points and post entries are available for the Red Garter. But now the Sidewinders is the same day as the rescheduled High Mountain enduro but all High Mountain numbers have been gone for months so if you don't already have one, go ride the Sidewinders enduro. Gee, with all the enduros maybe somday we'll be able to beat the Europeans. (Huh?)

* * *

VICTORIES YOU PROBABLY NEVER HEARD OF. The Recreation Commission of Long Beach, California has issued a permit to operate a "small bike" cycle park on eight acres of government property. After two years, the mini-park is a reality. The Long Beach Safety Coucil will charge $1 a year and 50 cents a day for use ($1 a day on weekends). The permit limits use to bikes under 250cc. Up in Mark Twain Country, the Calaveras County Board of Supervisors granted a two-year permit for a commercial competition track and hillclimb area. The track is on Poole Station Road near San Andreas and is supposed to be open to recreational use on non-race days. Twenty four races a year are scheduled.

ANOTHER HONDA TWO STROKE: Honda is producing a 50cc moped that uses a two-stroke engine. We probably won't see it over here.

* * *

The British press has it right. They called Daytona "the world's most unpredictable race." Everyone will still publish predictions, however.

* * *

Oh Ellihue, your boy's gone off the deep end this time!

* * *

Bikies seem oblivious to it, but Big Brother is going to come down on us like a load of bricks. He's going to be after street riders, desert riders, and everybody. You can't feel it yet, but The End of motorcycling as we know it may have reared its head with the environmental question. With road bikes producing too much pollution and dirt bikes tearing up the hills (There are ruts all the way up the hills at your favorite riding area, aren't there?), you are rapidly becoming out of date, and the most eloquent statements about fun and freedom aren't going to deter anybody. What are you going to do?

* * *

There seems to be a question as to whether you need a green stickie to ride on federal lands or not. Since federal lands don't come under the state's jurisdiction and since the stickies are a California requirement, you just might not.

* * *

Ken Chaney, writer-producer of the Dept. of Forestry TV spot commercial on the need for spark arrestors tells us that the off-road motorcycle segment has been taken out of future commercials on forest fire prevention. Turns out he rides dirt bikes himself.

* * *

ENTRIES ARE STILL OPEN for the First Corona Raceway Grand Prix to be run March 31 and April First.

* * *

Small bike Team Harley-ite Terry Clark finished fourth in the 125 Championships at Arroyo on Sunday and then drove to Las Vegas to ride the Mint 400 on a Husqvarna 400 on Monday. On Tuesday...?

* * *

Terry's 125 H-D motor was bolted into a Boyd & Stellings frame as was Jim Cooke's DKW. It's one of the first times we've noticed trick frames on the small scooters in professional motocross. Greg Robertson's CZ seems to be carried in a Red Line chassis.

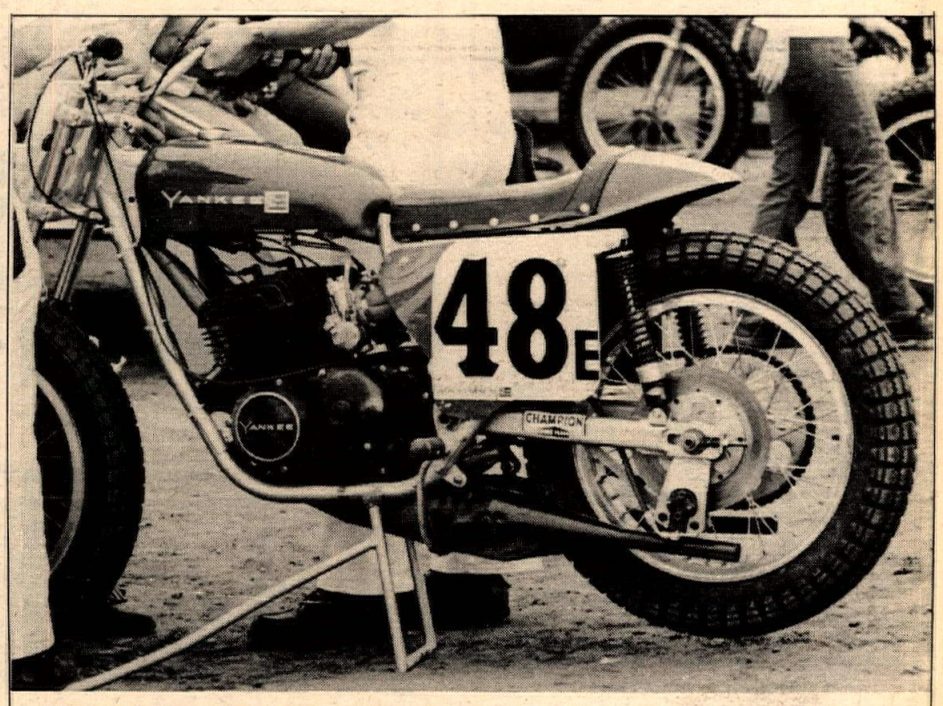
* * *

The last hundred yards of the last moto made a $400 difference for Chuck Bower. Take a look starting on Page 24 of this issue.

* * *

If you're reading this, it's because the running of the Mint 400 wasn't through by deadline time. You'll see a complete report on the Mint and those who won it in the next issue. Pre-race favorites were Mitch Mayes/Rolf Tibblin on the big Husky and Tom Brooks/Cordis Brooks on the little DKW. But if they break, who knows? The cars will undoubtedly have turned the 200 mile loop into a mass of ruts and whoop-de-doos.

* * *



Yankee Motors rider Dale Furst used the Phenix City, Alabama, track on March 4 to unveil the new 500cc Yankee twin cylinder dirt tracker. The machine puts out the familiar angry sting of all two stroke engines and appeared to have good power. Handling on the tacky banked clay track was hard to judge but changes call for experimentation with both the forks and shocks to refine the track characteristics. The DMR cooling fins used on the head made the engine look wide at first glance. The bike weighs in at 250 pounds and is putting out an estimated 60 horsepower. Some people will be set to thinking when they get piped by the red, white and blue Yankee twin. Photo by Gary Van Voorhis.

Neil MacDannald (Hon) is currently tearing up the Northern California scrambles tracks — riding motocross bikes. Here he is winning the 250 Expert class.

Jim Foley (17), Dennis Huff (10v) and Duane Bowling all tried to get Dale Mathers in the 500 Expert go in D-36 scrambles, but couldn't.

Cycle News NORTH

La Grange Scrambles

by Bill Spencer

LaGRANGE, CAL., Mar. 11, 1973 — Neil MacDannald continued his domination of the Northern California scrambles scene with a double win at today's point run in the quiet little town of LaGrange, in the foothills of the Central Sierras.

MacDannalds' Honda Elsinore was something of a rarity in these parts just a few weeks back but there were four of the 250 two-strokes racing today. The Import Cycle entry was the quickest of the day in the 250 Expert and Neil is in firm command of the race for points.

The man that could do the changing is the younger brother of the No. 1 rider for this year, Ted Davidson. With a complement of new motors including a new 350 Astro, the middle Davidson boy is the latest in hot shoes.

The other party to contend with in this class is the son of ancient age hero, Ray Huff: Dennis. He won the first point run at the Salinas sand pit and took third in both the 250 and Open Expert runs to keep a tie for second in the high point run with Davidson.

In the Open battle, the surprise winner was Dale Mathers and it wasn't the win that was so surprising as the fact that he led it from wire to wire and with a tough hoe to row for the distance.

Taking over the hunt after Duane Bowling stuck in the mud at that point was Jim Foley, the former National scrambles champ, and by the end of the race, Jim had closed the gap greatly. It was Foley's first run since finishing the Indoor series and he was all smiles after it was over.

The other two Open events were pretty much taken care of by the BSA thumpers except for Steve Wallace's winning the Novice section on a Maico.

Finishing second and third were two Victors with Bob Perkins on one and Eric Weisler on the other.

In lightweight competition, the 125 Expert run was also MacDannald's on a Penton. His competition is once again Ted Davidson with added extra from Craig Scroggins and Mark Smith.

Fred Yow wowed the troops in the 125 Junior run with his super Kawasaki. Another slider this kid, along with John Willis, will join the Expert ranks before too long, as will Ken Cave who devastated the 250 Junior ranks after Mitch Davidson had his problems.

Johnny Khole put his 100 Honda up for sale today and just to prove that it's worth the price, he went out and won the 100 Junior event. The second place spot went to Jona Smith who is having considerably better luck than the men in the family.

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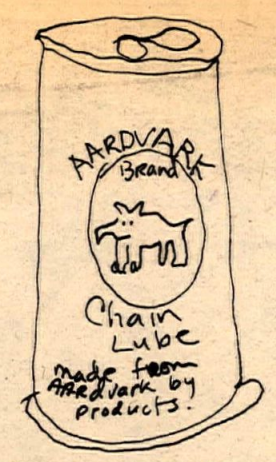
BLM Meets with San Jose Bikers

SAN JOSE, CAL., Feb. 26, 1973 – Two members of the Bureau of Land Management met with the public in San Jose tonight to discuss the implementation of off-road regulations on BLM lands and were met with a barrage of land use questions the entire evening.

Little, if any, word of the impending meeting was directed to the public and it was only through the effort of a few concerned that nearly 500 people turned out. One man had received a letter in reply to some questions that he had on BLM properties and the man was directed to attend the meeting. He in turned called Gene Miller, owner of Trophy Cycles and the word of mouth campaign got under way. Most people didn't hear of the meeting until after 3 P.M. but 7:30 P.M. showed a full house.

While the directors tried to keep the night's activities to the regulations pending, the inevitable question of Panoche Hills use dominated the conservation. Members of the Los Gatos and Mt. View Motorcycle Clubs, as well as many independents, wanted to have more information on what land was open but were told to write to the district office.

The discussion of the actual regulations was short with most questions being on the man in the field's ability to close down areas and redesignate others. The public did not like this one man rule and the comments were to be forwarded to Washington for further discussion and implementation.



The rest of the night was spent with the usual bickerings between users and many questions were left unanswered as to the use and availability of BLM lands and accesses.

It would behoove the BLM to have more of these meetings as the public is very misinformed on what is acutally going on. One long discussion centered around the use of the green stickie that is required on state land. The BLM reps did not know if that were to be required on their properties but they did express clearly that federal land is not under the jurisdiction of the state.

The Real Widowmaker

by Terry Newfarmer

SALT LAKE CITY, UTAH – The now nationally-famous name of "Widowmaker Hillclimb" is an object of dispute. Perhaps this explanation will clear up some of the confusion.

The first event being billed as Widowmaker is the annual hillclimb by the Bees Motorcycle Club, the club that has put on Widowmaker Hillclimbs for ten years. This will be held March 25 on the same ridge but farther west from the old hill. The new course is 1,500 feet high and never climbed.

A hillclimb being billed as the "original" Widowmaker Hillclimb is scheduled for April 6 on the old hill, by a new corporation registered with the state as the Widowmaker Corp., of which Terry Larsen, former president of the Bees, is the president.

It seems that Larsen was president of the Bees when he registered the name, something the club never did, but he registered it for the new corporation, not for the old club.

Widowmaker Corp. requires CMC membership, while the Bees are part of the Utah Sportsman Riders Association, which has made AMA membership optional, unless the sponsoring club requires it, which the Bees do not.

So those are the "Widowmakers." Take your pick.

BILLBOARD

by Bill Spencer

Ken Roberts and Mark Brelsford are going to be out for awhile it appears. Roberts will most likely enter the hospital for a groin injury suffered in late February while running a marathon that he won by seven laps. He should be OK by the Dallas road race. Not so lucky for the No. 1 guy who may be out somewhat longer after a weeks stay in Florida and then some time in LA before coming home to Northern Calif.

* * *

District 36 Road Riders have evidently split from the AMA. At a regular meeting in Sacramento, Mar. 10, it was decided that they would not check AMA cards at their events and it was rumoured that Commissioner Elmer Hansen would resign from his post.

* * *

All this BLM talking isn't getting info down to the public. The scheduled meeting in San Jose a few weeks back wasn't publicized except for one letter sent to a man discussing the land use question. He got the letter the morning of the meeting and called his local dealer, Gene Miller of Trophy Cycles, who got the telephone game going so that by 7:30 that night, the BLM reps were surprised to see over 400 people in attendance. Fantastic what word of mouth can do.

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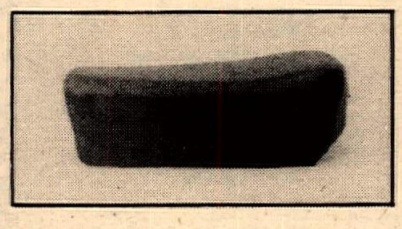

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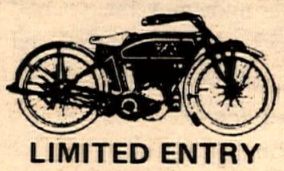

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Benevolent protector of the enduro, Larry Langley.

Mumble, mumble, burr, shiver, muzzle mumble. More wood, let's get some more wood.

The ultimate "buddy" team.

by Larry Langley

STODDARD WELLS, CAL., Mar. 11, 1973 – What started out as a nice little family enduro turned out to be a full-scale endurance test, as the weather really came down hard on the participants of the second Granny Run. You had to be there to believe it. It started out sunny but windy then rained, hailed and snowed, turning the desert white and blowing everyone's mind!

The first loop was a nice layout, as the Pomona Valley Desert Riders did their homework and struck a good compromise between the women and kids and the better riders. What they did was lay out a fairly easy, ridable course that the kids could handle and then kicked the speeds up for the better riders. Realizing that the women and kids will ride at their own pace anyway, it worked out well. The only thing that went wrong was the rain and hail that poured down. It did make things a little slippery in spots and at times completely wiped out any vision. The hail really stung the cheeks, slowing down most riders. As the second loop was optional for women and kids (More and more family enduros are following this format.) only the brave (?) started out and most thought they were crazy (we were too!), as the snow had started to fall by this time.

The second loop was more rugged than the first, and the snow compounded the riding. The course started out up a series of hills and as we started up (We were riding number 50.) a number of riders were coming back. That rather had us looking at each

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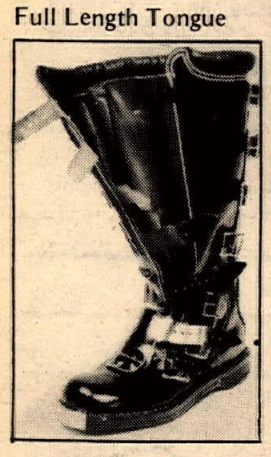

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17	125 Penton – 32mm	54.95

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GRANNY RUN II

(Or, what happens when you give a family enduro and the weather comes?)

Everyone waiting in line for the weather.

other. Oh well, up we went and was it strange riding through the falling snow! We had to stop frequently to thaw out our hands on our exhaust pipes, but we were really digging it. I guess we were imagining we were all ISDT riders battling Europe's nasty weather in hopes of a gold medal. We weren't even time keeping, just riding as the slippery terrain permitted. Surprisingly enough we were only a minute late at the first two checks when word came that they were cancelling the rest of the run, due to the heavy snow conditions further up the trail. We were disappointed but could not fault the club. They tried their best under most difficult conditions.

PVDR threw six checks at us on the first loop, five of which were secret. I like that. It makes it much more interesting and you had to work at keeping on time all the time. The second loop had two checks within the first eight miles, so it was more of the same. They meant it when they advertised a good timekeeper's event.

PVDR is now trying to decide on whether to run the enduro again or just throw out the whole second loop and go with the first loop scores. (Another problem: the tiebreaker check was way off in time.) If they decide to just score the first loop they are in for a lot of headaches trying to decipher the score cards. Most cards got wet and became illegible. Mine was a pulpy mess but I got it fairly well dried out, turned it in, and I hope they can read it.

The only criticism of the enduro that I had was the very poor quality of finishing pins. They looked like they were punched out of an old Brew 102 can. Knowing the PVDR I believe they were probably unhappy with the pins too, and it was probably the supplier who stuck them with the lack of quality. The women and kids got theirs for finishing the first loop, and the club will mail out the rest, if they don't reschedule the run.

If the PVDR reschedules the enduro I'll make every effort to be there. They put on a good event.

My thanks to Larry for putting up with me, towing in a friend, tolerating having mud thrown in his face, and for leading the way...Ed.

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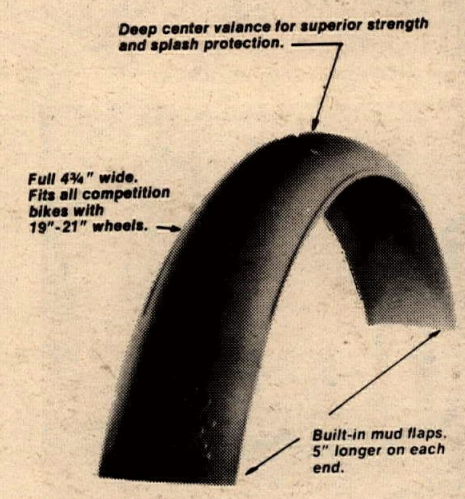

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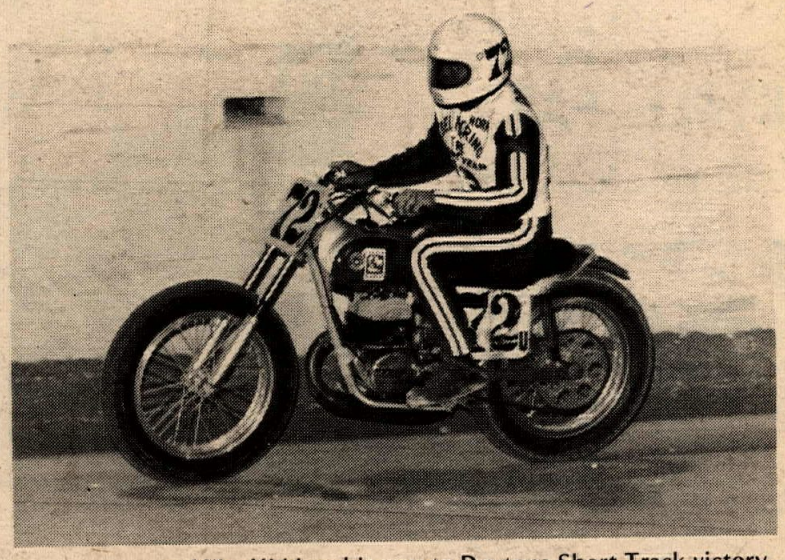

Mike Kidd on his way to Daytona Short Track victory.

Texan Mike Kidd in the Combined Junior/Expert Short Track at Daytona displayed the style that has placed him in the top ten in National Points. Kidd has already shown that he is a leader by being one of the top two short track riders in the Nation. Mike rode his Bultaco on the high line, feet up, for a win that was obvious from the start. A "Box Stock" Winner at Ascot T.T. and a Feet Up Win at Daytona.

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Oh, No! Not Another Teener on a DKW?

Jeff Kirk (Yam) led most of a loop, found the in-front experience "scary". He didn't take the overall but sure has one of the better looking pit crews we've seen lately. "Gas 'er up, ladies!"

Marilyn Grieve on her way to sign-up. (It's not really her 400 Husky. She just rides it.)

Dennis Wyrick (Yam) led the Novices to the smokebomb.

by Dick Wright

RED MOUNTAIN, CAL., Mar. 18, 1973 — Seventeen year-old Mark Adent, mounted on a 250 class DKW, charged through the pack to take first overall in the Sled Riders M.C. Hare & Hound. This was Mark's first overall win, and as he said, "This is my best day, I couldn't do anything wrong. I got lost a couple of times but found the course right away, the bike wouldn't run on low end so I just kept it buzzed up and everything turned out OK!"

The Sled Riders had their work cut out for them, as they had to use the same area the Invaders used last week, with only a short time to work on the course, take down last week's ribbon, etc. There was an enduro running on the other side of the hill. To say the least, the desert is getting tight.

A lot of the desert 'shoes went to the Mint 400, so the boys who stayed were having a ball. It was really anyone's race. We had no idea who was going to win at the start.

The banner dropped at 10:00 AM sharp, and the battle was on between an Amateur with a big number, Jeff Kirk on a Yamaha, Bill Bogner (Suz), with Adent moving up from sixth to third in the first three miles. Kirk took the lead from the leading Amateur and we never found out who he was. Then Bogner challenged him, and they were going wheel-to-wheel when Bogner hit a rock and let the oil out of his case.

Man of the Hour Adent caught Kirk about six miles out and took over the lead. Kirk said "Man, it was scary out there. I didn't know if I was going too fast or not fast enough. It's a lonely feeling to be in the lead."

The first loop was a fast, rough 36 miles with lots of whoop-de-doos and a long sandy downhill. They say that Adent just shot down the hill with no traffic, bombed through the pits with about a two minute lead over Kirk. After Kirk came Bill Saltzman.

Meanwhile, the Novices were getting with it as they started fifteen minutes later and, in all the dust, we think No. 629X had the lead as they made the right turn into the sandwash. He overshot the turn and almost ran us over as we took his picture banking off the wall. Some show, Dennis Myrick on your hot Yamaha! Novice winner Bob Ornelas was running a close fourth and pushing hard. The Trailbike Novice had a separate start, after the dust cleared

Adent Overall Winner

John McGowan and Cookie were first to the railroad tracks?

Above: Mark Adent made his less-than-250cc DKW come across the finish line before anybody else did (with the right number of checks on his tank card) for his first overall win. Right: John and Kookie go across the famed railroad track jump.

from the larger bore Novices, but they all hit the smokebomb in one big pack and we had to run for our lives.

The leaders got through Check One and bombed over the railroad track jump. Adent was seen heading out with that little DKW full on and him standing up all the way. He was giving it his all. Kirk looked real good until he got a rear flat tire, then Saltzman moved into second.

There was a little confusion at the finish line as about eight riders came in after only 30 minutes on the second loop, but it looked like they all had missed a check, as they had only one black mark. When Adent pulled in about fifteen minutes later with all the checks, we had a winner.

He said he didn't have too much trouble with the lime. "I got lost a couple of times on each loop but I was able to find the course each time. One time some guys on the hill pointed out the way."

Bill Saltzman took first Open Expert on his Husky, young Chuck Cartledge moved up on his 100cc Hodaka. He must have ridden the heck out of that little bomb. He was pushing hard by Larry Roesler on a 100 H-D taking fourth overall. These two kids really had a race.

Jeff Winkel picked up firsst 250 Amateur and fifth overall on his CZ, Marty Delquist pulled in sixth on his 500 Husky; picked up second 500 Expert. Second 250 Expert went to Jerry Kinsvogel (Yam), followed by Chuck Carr who took first 500 Amateur on a Husky. Jim Freeman was next 250 Amateur.

There was a little mixed feeling about the markings on the course. As an example, Dick Harris finishing tenth on his 400 Husky said, "The liming was bad" and the next man in Leon Graves, also on a 400 Husky, said "I liked it." Old "Smokebomb John" Guetz was next in and he said, "I finished good so everything is good." Ron Hall picked up first 175 Expert on his Puch. First 175 Amateur went to Don Jackson on a Penton.

The Novices had their regular hard, tough go as most of them stayed in town, in other words, there were a lot of them. Nineteen year-old Bob Ornelas put it too them on his Open class Yamaha. He rode a clean, fast race.

He said he "watched the lime real close and picked up the turns good, and the course was bitchen." He said he "ate it" once, and won this one for Marcia.

Second Novice in was Jerry Garland on a 400 Husky followed by the early leader Dennis Myrick on his 250 Yamaha. First 125 Novice went to Ken Cameron (Hus). Casey Perkins was our 100 Novice champ. He beat a large group of eager tigers. Next in was Rick Morrow on a Hodaka, followed by Lee Caldwell on a Bultaco.

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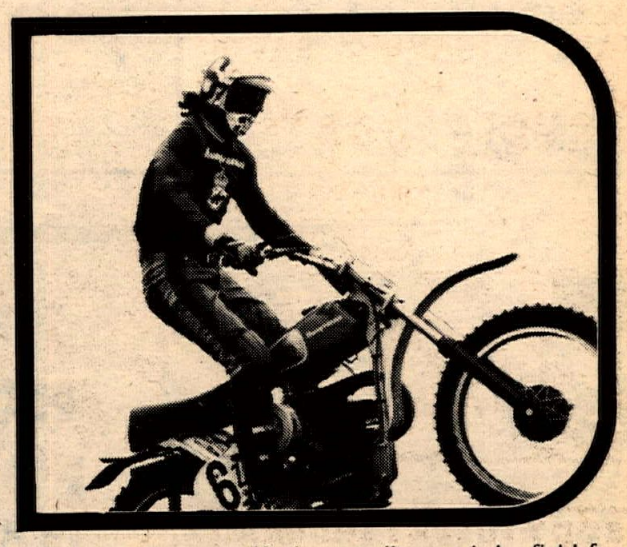

BOB GROSSI, on a Husky, outdistanced the field for the 250cc Title. Bob, like Pierre, knows you need the best of everything to be a winner, that's why he asks for and relies on Pennzoil 2 Stroke Motorcycle Oil.

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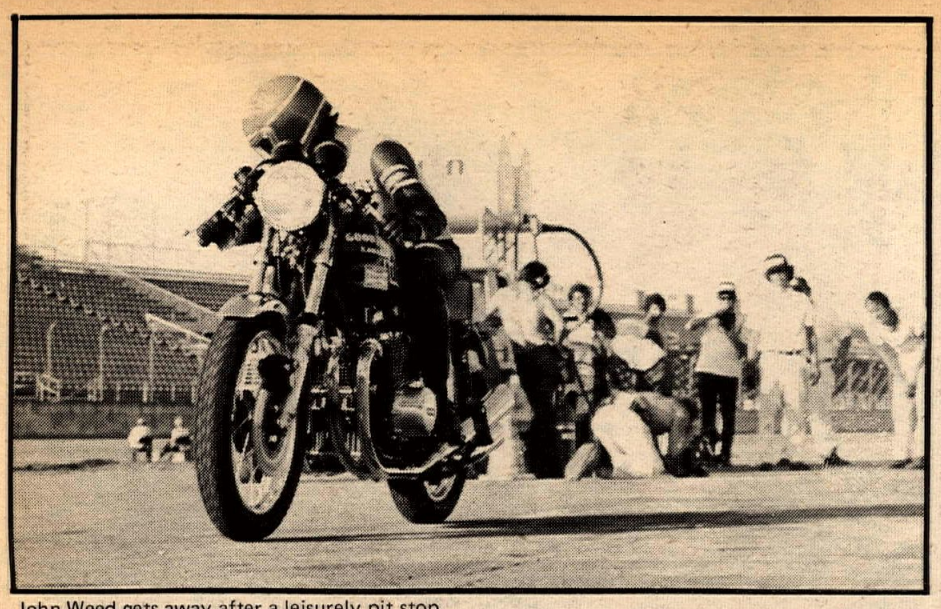
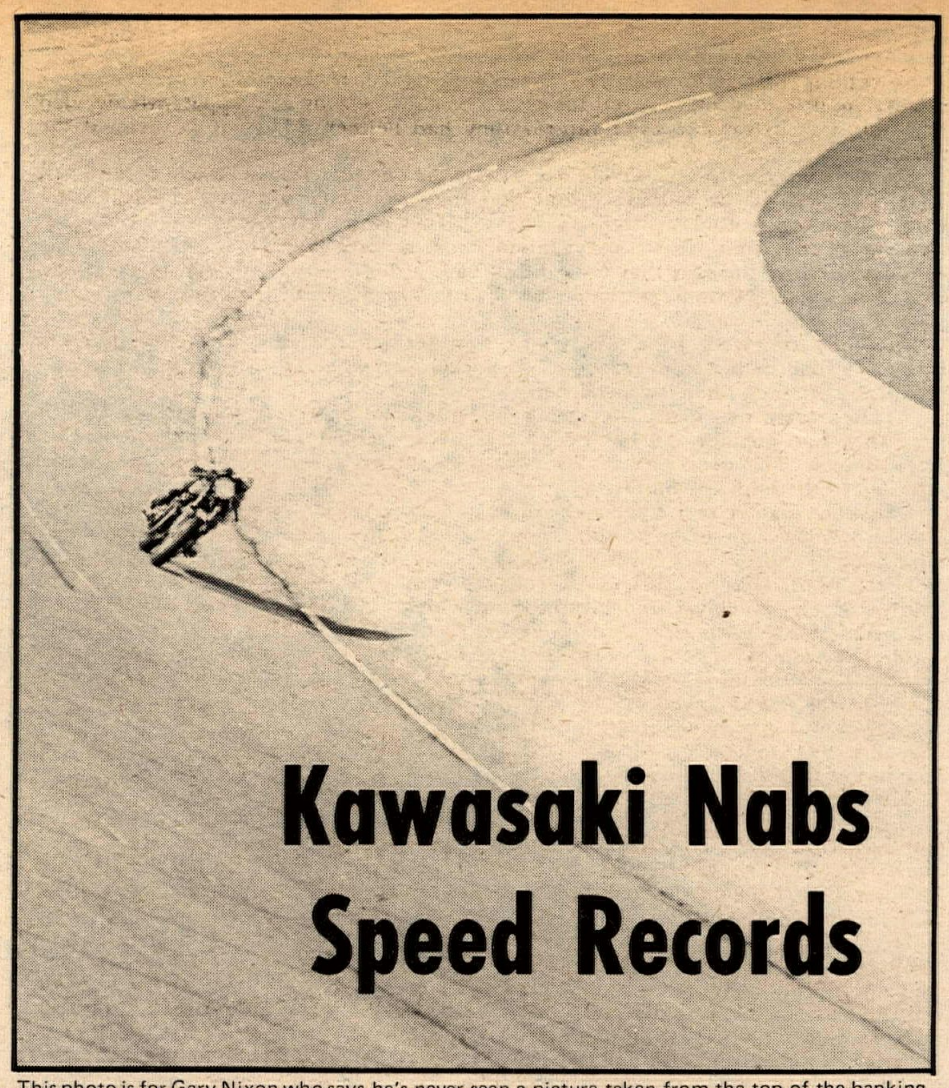


John Weed gets away after a leisurely pit stop.



Kawasaki Nabs Speed Records

This photo is for Gary Nixon who says he's never seen a picture taken from the top of the banking. Yvon is going about 135.

Daytona Ladies sing dis song
Doo-dah, doo-dah
Daytona racetrack two an' half mile long
Oh dee-doo-dah day
Gwine to run all night
Gwine to run all day
You bet you ain't gwine miss
With 10 grand from big K.

—Old motorcycle record-setting song

by Art Friedman

Kawasaki came to Daytona *after* the 200 mile National with three bikes, ten thousand dollars (American), some very trick riders, and lots of support. They went home with at least nine AMA and FIM speed records ranging from 160 MPH to 109 MPH.

Yvon DuHamel grabbed all the Kawasaki records except for the 24 hour speed. He used a Kawasaki 903cc four-stroke engine prepared by Yoshimura Racing. It wasn't stock, but it had fewer modifications than are allowed by the FIM or AMA rulebooks. It had head work, a cam, and other minor internal changes. For the FIM record attempts the Yoshimura engine was put in a bike with a fairing and a streamlined seat.

With this set-up, DuHamel obtained an average speed of 160.214 MPH to take the FIM unlimited closed course record. An interesting note on this bike is that it handled far better than the other bikes without the streamlining. There was some controversy as to whether this was due to the streamlining or a chassis that had somehow been put together just right. With this bike DuHamel also put the pressure on the 10 and 100 kilometer records.

The exact figures haven't been released yet because the AMA hasn't certified them. The only comment from the AMA was that Kawasaki may have more records than they expect.

Yvon also attacked the records that he set in 1969 on a BSA 750 triple, but had some problems. He used the same Yoshimura prepared engine but in a bike that was closer to stock. It had low bars, Koni shocks, racing tires, a special chain, and no turn signals. With this bike he went after the AMA records ranging from five to 200 miles and the one hour record.

He got some and he missed some. They all would have been easily obtainable except for a broken chain and a blown gasket on the left side of the engine. The gasket was the only problem that the engines had in three days of running, and it was replaced in two minutes.

Yvon was incredible out on Daytona's two and a half mile oval which was used for the runs. The 500 pound machine was wobbling fiercely toward the end (which came when the chain broke), but Yvon just held on and maintained the 130 MPH average that was asked of him. He would ride the walls lower than any of the eight riders who had ridden in the 24 hour attempt. Little things like speed wobbles didn't bother Yvon. He just kept the power on all the way around and found some other

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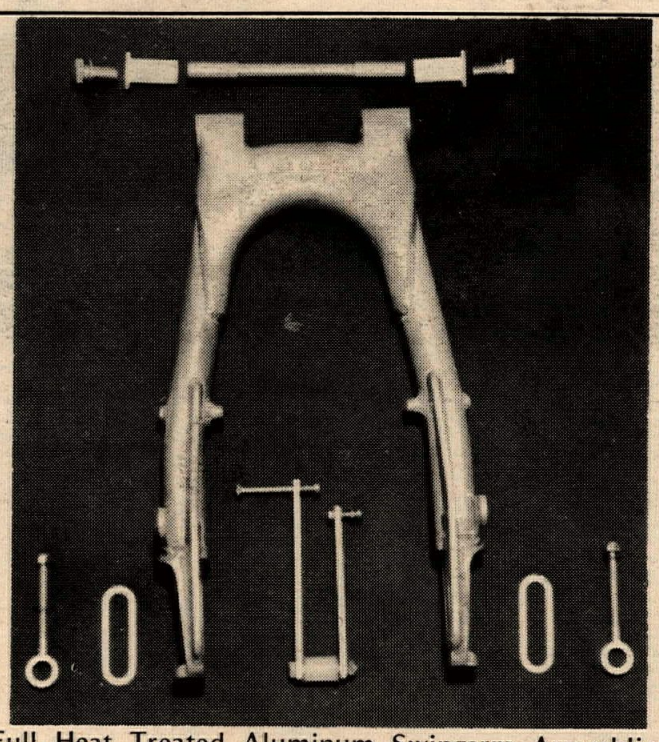

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way to make it stop wobbling – even if it took three laps.

Something that impressed me: Yvon indicated that the wobble seemed to be originating in the swing arm, but the people in charge of the bike apparently decided that this was impossible even though they had neither ridden nor examined the machine.

The 24 hour record was the big one. It was the one that Kawasaki had come after. That they had the press there meant that they were laying it on the line. Failure would be documented as well as success. They were confident, if not terribly well-organized. That their organization was a little less than exact can be demonstrated by the fact that they didn't have a duplicate set of jets for the bikes. One of the two 24 hour machines had to run too rich and, therefore, make more stops.

The only steadying hand of organization seemed to come from Bob Hansen, Kawaski's road racing team manager, who developed schedules for riders and quietly provided assistance when it was needed.

There were two bikes attempting the record and they were identical except for jets. They had engines that had been carefully assembled and had heads flowed by Jerry Branch. The tires, bars and shocks were changed and a bunch of foam was attached to the tank as padding.

One bike was ridden by Kawasaki road racers Cliff Carr, Hurley Wilvert and Masahiro Wada who teamed with Cook Neilson (prounounced "Nelson") he kept telling me), editor of "Cycle" magazine. The other machine was manned by go-fasters Gary Nixon and Art Baumann who combined with John Weed, editor of "Motor Cycle Weekly" and Bryon Farnsworth, the man at Kawasaki who is responsible for the American end of developing the 903.

The 24 hour attempt was composed mostly of boredom, broken by moments of drama when something broke. The number two bike got away at 9:30 A.M. and 29 seconds later was followed by the number three bike. The rest of the day was spent running about 60 miles, stopping for gas, going out for another 60 miles, then changing riders. Those not riding sat in the pits waiting for a stop and trying to keep cool in the Florida heat and humidity.

My recollections and notes from the 24 hours mostly concern what went on in the pits, since the bikes mostly just kept rolling. They each used up a tire (supplied by Goodyear) and a chain or two. The only attention that each engine required was two quarts of oil. They finished on the same spark plugs that they started with. The Champion spark plug men did little more than answer questions about problems that were imagined but never occurred.

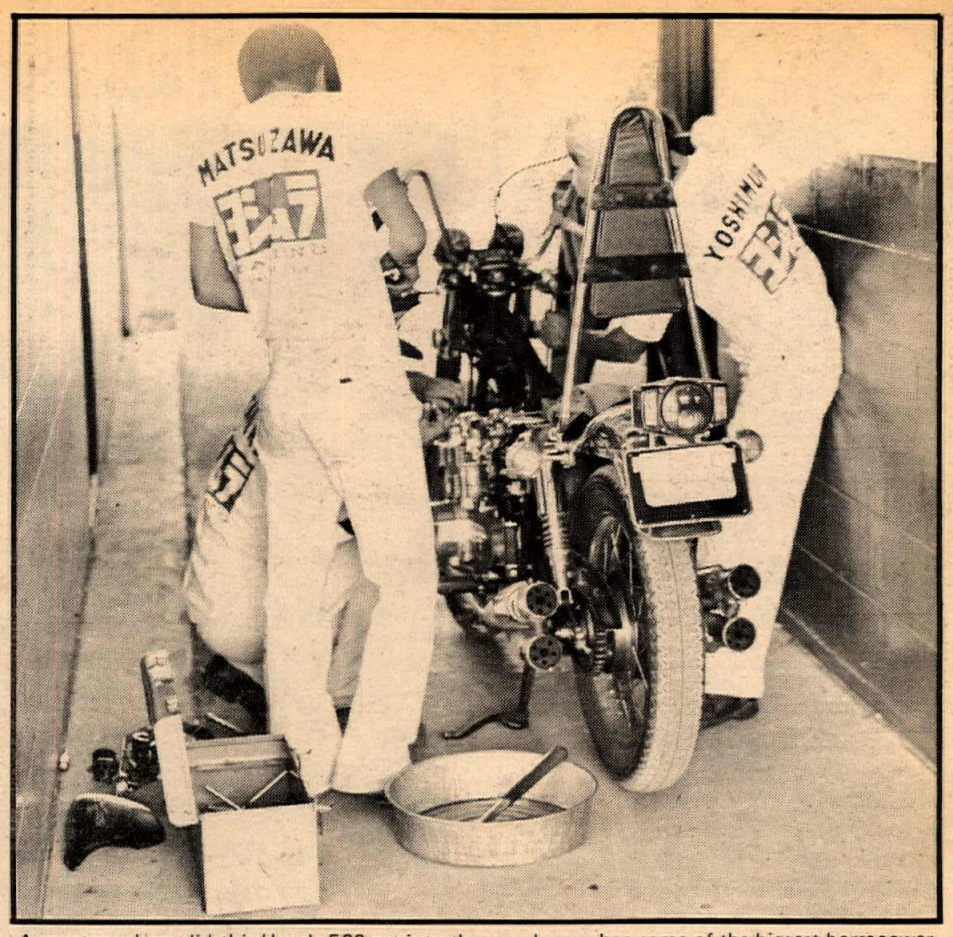
It was boring. As Dick Mann reflected while doing the same thing for BSA in 1969, it is about the dullest thing you can do and still be doing something dangerous. The riders' only comment was that their necks hurt from the riding position. Cook reflected how much more difficult it must have been for Merle Shank (who did it solo at Pocono last year) on "that dreary Honda".

After running around at about 125 MPH in the trash left from speedweek, Hurley was the first one in on the number two bike. "It's really dull. Uncomfortable, too," said Hurley, and went off to work on his H2-R road racer which he maintains himself. Cook then took the bike out. Cliff Carr comes out to take over for a while. "What is the shift pattern," asks Cliff. He has to ask this every time he climbs on the bike. When he comes in, Cook says that it is more fun to follow because then you have "something to *look* at". But you have to be careful because slipstreaming is illegal and FIM observers are on hand.

Back in the garages, the Yoshimura crew is tearing apart the fast engine for inspection by Don Woods. Dale Alexander of Yoshimura Racing marvels at the chassis: "I'll bet there aren't three racing chassis in the world that will go that fast (170 MPH), and that one is stock."

John Bethea, who Kawaskai has hired to photograph, goes out and seizes a pit bike. Baumann is feeding his dog fried chicken. Everybody lived on fried chicken for two days. It is two P.M.

An hour later I find the entire Yoshimura wrench crew working on a Honda 500 from a local dealer that has somehow gotten into the speedway. I am amazed. Daytona Raceway was more tightly sealed than a bottle of Coke. Some of the top



A mystery: how did this Honda 500 get into the speedway when some of the biggest horsepower dudes in the motorcycling publishing business couldn't? Also why are these mechanics working on it and not on a 903?

honchos from "Cycle World" and other publications have been begging to get in and are still outside. That's why I'm puzzled. I asked Fujio Yoshimura if it will go 170. "If I ride it," he replies.

I walk back out to the pits. "Who's winning?" I ask Baumann. "Dalgarno," says Art. He goes out and does wheelies through the pits.

The number two bike is going 62 miles before it needs the reserve tank. The number three bike is going 70. The difference is due to jet size.

By 3:30 P.M. track temperature is down to 109 degrees from 118. Tires were lasting about six hours. Jeff Heininger swears over the walkie-talkie, and Don Woods comments that the AMA was fined $1000 last year for that. Now you know why AMA membership went up to $12.

At four P.M. somebody thinks to look up the records within the 24 hour attempt. They find that they have beaten the old six hour record by one MPH; not enough. FIM rules require that you break the record by one percent. They pick it up five seconds a lap to get the 12 hour record. The original intention had been to get the six and twelve hour records with the Yoshimura bike, now they realize that they are in contention with the "production" machines.

The centrifugal forces on the banks are causing the centerstands to be pulled

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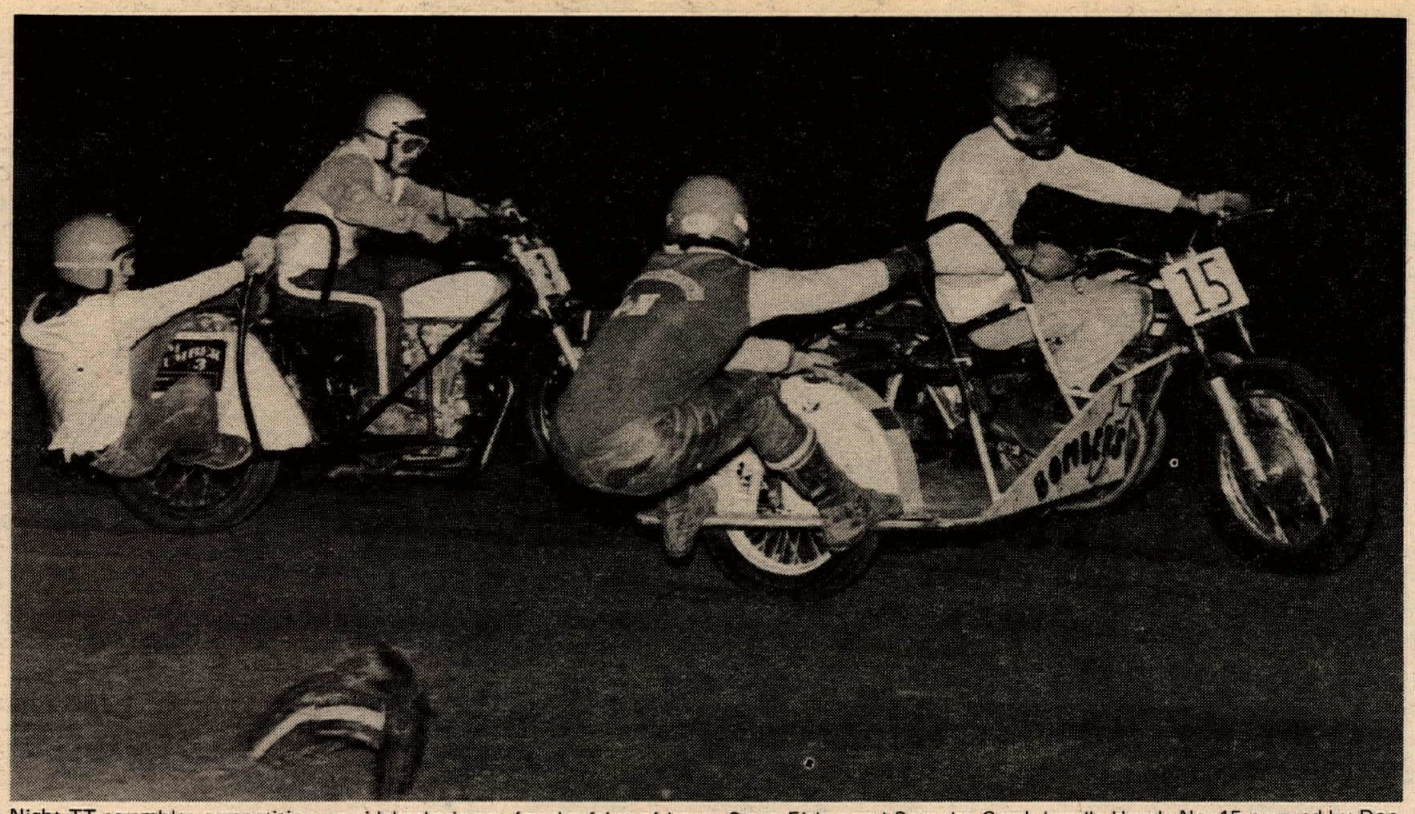


Night TT scrambles competition on sidehacks is not for the faint of heart. Steve Fisher and Pete the Greek handle Honda No. 15 pursued by Don Davis and Fred Acevedo on their Honda 450 twin.

by Pat Monohan

There are some things in life you just can't do alone — you can't dance, fight, make love, or race a side-hack. I'm not much at dancing, I don't fight, and being motorcycle fans you're not interested in making love. *(Huh?...Ed.)* So I'll tell you a little about side-hacks.

There are three basic types of side-hack racing, there's desert, dirt track, and road racing. I'm going to concentrate on dirt racing for now.

About the best place for a beginner to start riding a side-hack is in the desert where there's lots of room and time to feel the hack out, plus the ground's softer. There's about six hacks that like to ride nothing but desert. They say you get more riding time for your money, more variety and more time to do your thing. Last year in the desert the side-hacks only went halfway or one loop of from 35 to 50 miles, but this year I look for them to start going all the way, because the hacks are being built better and there's just more dependability in them now. There's quite a challenge to these races because of the hills, narrow sand washes and now and then a narrow ledge with a 300 ft. drop off. Believe it or not it's a lot of fun.

Next there's TT scrambles and motocross. Everyone knows there's a difference between the two, one's smooth, one's rough. One of the biggest things about hack-cross is that you have to ride 100 percent all the time, unlike the desert. For hacks it's even tougher because there's usually not enough room to pass without taking a big chance on crashing, and, of course, everyone wants to win.

This is what makes this type of racing exciting to watch. The start is very important on TT's and motocross alike. It's easier to finish first if you get out first. There's usually only enough room for one or two hacks in the first turn, and it gets sort of hairy when you have from five to 13 hacks trying to get there first.

John Monohan won the district number one plate for this year on his 360 Yamaha, riding desert events, motocross, and TT's. In all he rode about 35 races last year, his first year on a side-hack. He won a couple of these, such as the Elsinore Grand Prix, first small bore on the '72 Moose run, fourth on the Barstow to Vegas, and so on. He had a lot of luck with his Yamaha, but this year he decided he wanted a bigger bike, and the one he wanted was the one that beat him at Saddleback where he was the second overall and first American. So he bought the 750 Honda Wasp from the Haller brothers of Switzerland.

John's monkey is Brian Ramsden. He's been riding with John for about four months. He started riding when John had the Yamaha and says he really enjoyed it. About all Brian has to say about the Honda is that it's *fast*. You'll recognize John and Brian by their all-yellow outfits.

The number two plate went to Don Davis and his passenger, Fred Acevedo. These two guys rode the Barstow to Vegas race and won. In fact they were the first to ever go all the way on a side-hack. When they finished there were still over 400 solo bikes behind them, which proves that side-hacks are not slow. They also won the Greenhorn, and took second in the Check Chase. Don likes riding the desert and with a few alterations to his 450 Honda he goes out and rides TT's and wins most of the small bore races.

Don likes to experiment with different hacks on his Honda once in awhile, which, I'm sure, tends to confuse his monkey. This team is getting better and better every time they go out. Don and Fred ride with gray and black Honda jerseys.

The number one passenger went to Bob Hudspith. It's always fun to watch him ride TT's, where he kicks off one of his tennis shoes or throws kisses to the crowd and waves and has an all-around good time. His pilot is Jay Wahl, who rides mostly TT's and wins most of them on a 650 Triumph. Jay also does a bang up job on motocross and holds the district number three plate. You'll know Jay and Bob by their green Triumph and their green jackets.

Obviously there are a lot more guys and even some gals who ride hacks other than the ones I mentioned, such as John Palfreyman and his monkey Marv Tomlinson who are super riders. Palfreyman was last year's number two. They ride a 650 Triumph Wasp to the hilt.

Rick Bell, whose present monkey is Miles Strickland (a pretty gutsy kid), likes a 500 Yankee Wasp. Barring any break downs, they're good.

Tom Ridyard and his passenger Dean Ashton have been experimenting with a 360 Yamaha. They've had some problems with it but Tom thinks he's got the bugs out now. They ride anything on it.

Small bores are anything that's 500 and under, and big bores are 501 and above. There's one small bore that really needs to be written about, and that's Bill Zaremba's. Bill rides a 250 OSSA. He rode the Barstow to Vegas on it, went all the way to the end, and finished third. Bill's OSSA at the present is the smallest hack out. His new monkey, Neil Plummer, is only 13 years old.

The same rig featured on the cover, the 360 Yamaha of John Monohan and Brian Ramsden en route to a fourth in class in the Barstow-to-Vegas Hare and Hound. They are Number One in '73. — J.K. Person Photo.

Mike Haller and Charlie Swenson used to ride together a few years ago and are now back together on their new 650 Triumph Wasp. Their first ride together this year was the Moose Run, which they won. The second was a CMC race at Indian Dunes, and they won it too. I'm sure I don't need to tell you that these two are going to be good competition for the rest of the big boys. You'll know them by their blue and white jail bird shirts.

Side-hack popularity is growing all around us. There's a group of guys in Arizona who now have five side-hacks and have formed the Arizona Side-hack Association. They have come to a number of our events. At Barstow-to-Vegas, one of their hacks, driven by Pete Wekell and Ron Jackson, went all the way and took second. I don't know what it cost them for these weekend trips, but it must mean a lot to them, because they keep coming back. We're glad they do.

I've mentioned Wasp a couple of times and I think I better explain what a Wasp is. A Wasp is a specially manufactured frame for side-hacks, it includes the bike part of the frame less the engine, and the chair part of the hack. They're made in England. A Wasp is a better, stronger frame than most people can make in their garage.

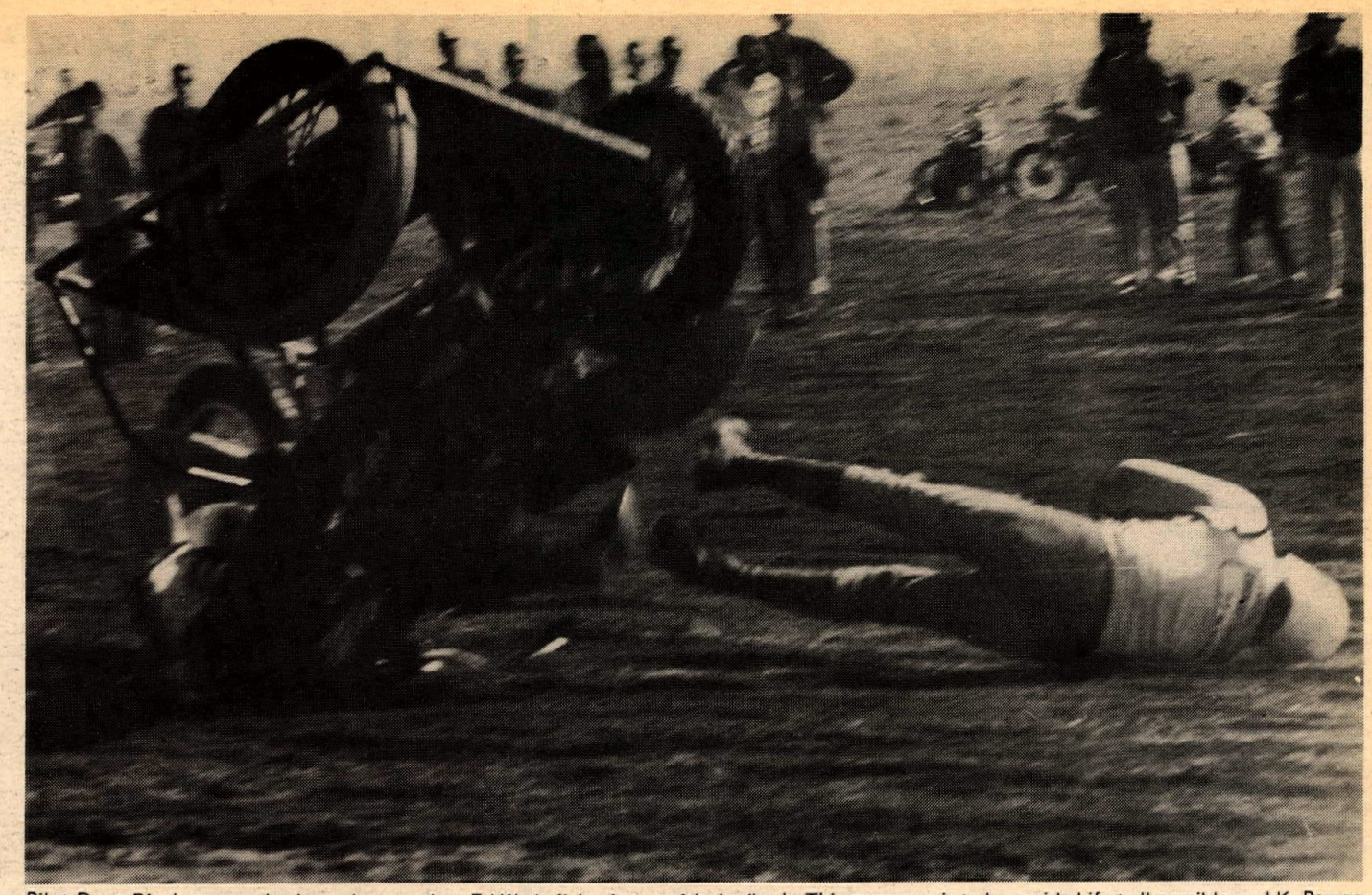
My husband's first hack was built in a friend's garage in about three hours, and that's about all the longer it lasted when they rode it. The way the whole thing started was that his friend (Steve Fisher by name) had wanted to borrow my bike for his friend and when I refused to let him (because I wanted to ride it myself) he said he'd go home and build a side-hack so his friend could ride with him.

Well, it took Steve about two and one-half hours to throw together a few pieces of pipe and an old car wheel and wood for the floor board, and he was ready to ride it.

It didn't last very long, but it did get the guys thinking about seriously building a hack. Steve built two more hacks, and John and Steve started racing against each other out in the desert. When they came home they'd weld their hacks back together for the next weekend. To make a long story short, John's 360 Yamaha started to stay together more and more, with a little help from a heli-arc welder, and he went out to win the number one plate. Now he has his 750 Honda Wasp, after his year of practice on his Yamaha. Anyone that might be interested in building a side-hack could get in touch with one of the riders at the race or call our secretary, Mrs. Nancy Person at (213) 257-7132 or write to the Side-Hack Association, 4304 W. Avenue 41, Los Angeles, California 90065. I'm sure that anyone of our members would be happy to help you get your side-hack on the race course.

Let's get to the passengers, more commonly known as monkeys. It takes a lot of guts to ride out there and "leave the driving to us," the pilots. I'm sure there are alot of times they wish there were brakes on their side, but all they can do is lean one way or the other and hope it's the right way. Just kidding guys. The monkey has to really work out. He has to watch the course just as much as the pilot to see which way and when to lean; if he leans too soon or too late it may cause them to crash. And it's not easy to run around on the 18 to 36 inch floor board of a hack at any speed, much less one that's doing up to 70 miles an hour. In the desert he has to guess which side of the bush or rock the pilot is going to take and then make sure he's on the correct side to keep the hack down. On hills he has to get off and push. A lot of desert hacks have a padded seat over the third wheel. But don't let that fool you, they don't get much of a chance to use it. On TT's and motocross they have to move from one side to the other in a hurry and always remember to keep hold with at least one hand or leg or they're liable to end up on the ground, and then they have to get up and run like hell to catch up with the hack, if it's still on three wheels.

Actually, the monkeys have a lot of fun. They sometimes have time on a play day to wave at the people and flirt with the girls on the side lines. There are some who like to pick up d rt or little rocks and throw them at the guys behind them (all in fun) while the pilot is working his bottom off going around a turn or watching the course and the other riders. Although it's not easy to be a monkey, if you asked any of these guys what they thought of it, they'd tell you there's no other way to ride a bike. They don't always get the publicity the pilots do, but they know it takes two.



Pilot Doug Bingham goes horizontal as monkey Ed Wade fights it out with the 'hack. This maneuver is to be avoided if at all possible. — J.K. Person Photo.

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Let's Go to the Hop, Oh CZ !

by John Huetter

Not too many eons ago, Cycle News West had an article on how to cure the "Husky Hop" which a lot of the Swedish machine's riders complain of. The secret of doggy happiness was lengthening the swingarm right behind the frame pivot point.

Now, it is almost gospel among the true believers in off-road motorcycling that another make machine has an even more pronounced tendency to hop from side to side over whoop-de-doos, ripples, bumps, etc. Whenever anybody can't think of anything else to criticize about the handling of a CZ (And let's face it, there's little complaint about the Czech's maneuverability manners.), they come up with the clever observation that the rear end hops from side to side.

"Get rid of those junk Commie shocks!" goes up the cry. So the intrepid CZ rider puts on some proprietary brand of shock absorbers and the rear end still hops from side to side.

"Gee, maybe it isn't the shocks," the rare thoughtful riders muses. (The originals aren't that bad in design; just sprung too hard for most lightweight MXers plus the damping fluid ain't the best, Czech petroleum products being what they are.) So our would-be hero charges off to the racing wars on a bike that is dependable, goes very fast in stock trim, has forgiving handling and hops from side to side.

ANSWER THE MAIDEN'S PLEE

Now Cycle Products West (no releation to this newspaper), a very enterprising accessory shop in West Los Angeles, is always looking for trick goodies to improve the handling, power output or appearance of a racing motorcycle.

The quick and simple solution to CZ rear end hop that was devised, after cutting up a couple of perfectly innocent CZ swingarms, was to add an inch behind the shock mounting points and reinforce the swingarm top and bottom around the chain adjuster/axle slot. The mild steel extension blank is welded by tungsten inert gas method between the cut off flat tab and the round part of the swingarm, then ground off to a smooth finish. Then you put the swingarm back on and your CZ won't hop from side to side anymore, right? Anyway, that's the story. We decided to find out how much of an improvement the $35 wheelbase extension actually made in the handling. Right off you can see that it *should* track straighter in one direction and that more weight will be on the front wheel. It should slide better and stick in corners without washing out at all. It should be more difficult to loft the front wheel; the frond end won't come up as quickly when you wick the 250 or 400 models.

THE PROOF IS IN THE RIDING

Riding the re-swingarmed CZ required an attempt to put preconceptions out of your mind. While valiant efforts were made to do so, the modification seemed to produce just about the results expected. With the wheelbase slightly extended and the weight distribution moved toward the front wheel, there were some noticeable changes.

The 400 CZ carried a 13 tooth countershaft sprocket. It did not require any additional chain links. Across open ground it was immediately apparent that the front wheel was not going to come up as easily as it had in its stock condition.

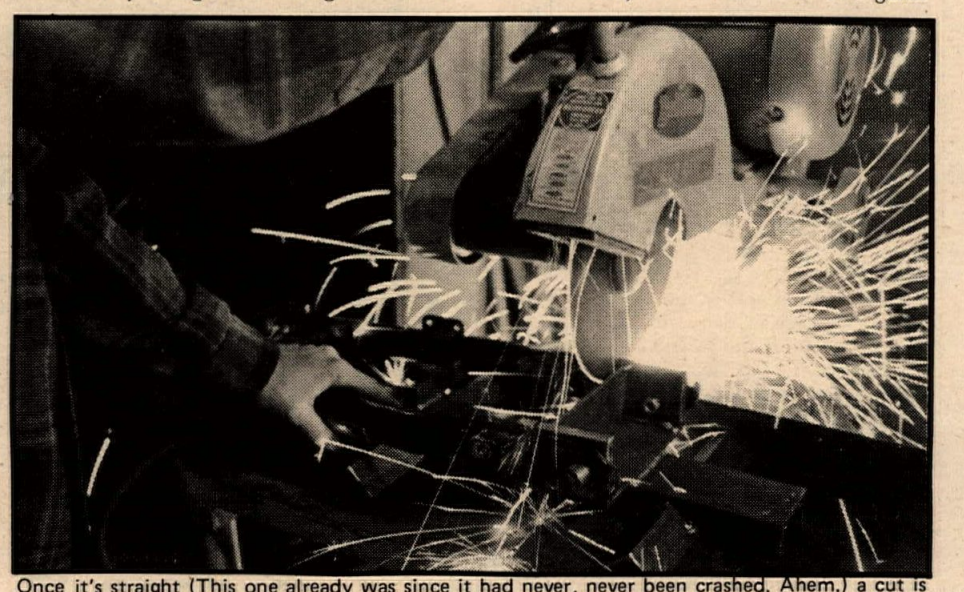
The major problem in lofting the wheel was avoiding wheelspin, as weight transfer did not seem to be as pronounced. This was not a problem, except in whoop-de-doos, where the front wheel liked to smack into the next whoop unless careful attention was paid to setting up the bike's attitude.

CZs seem to slide pretty well in their stock state, but with the swingarm extended sliding was improved noticeably. Unless an incredible blunder was pulled, the rear end would just not lead the front. The bike was very stable and predictable. It would even slide nicely with power off going into a corner. All this was obtained while maintaining nice turning qualities. It still steered just fine. For scrambles or smooth track it would seem to be the ticket.

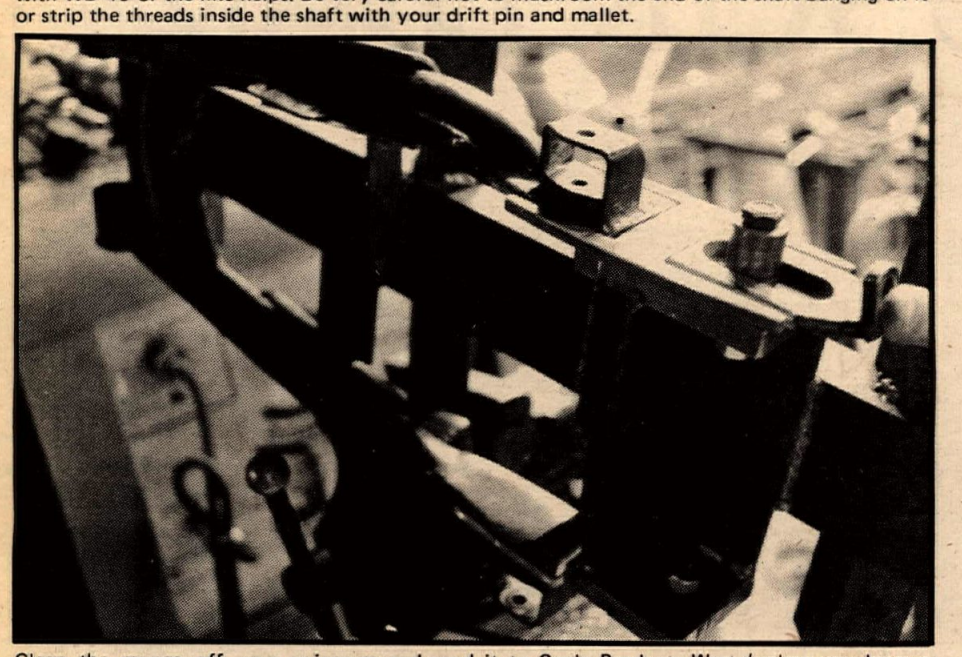
In washboard or whoop-de-doos, the old CZ hop trick was tamed somewhat. The rear end still kicked around but there was noticeable improvement. Most of the improvement was in reduction of side-to-side bounce. One thing that became readily apparent was that the weight distribution change was enough to merit a spring change on the shocks. The rear end kicked straight-up. On the 400, with a 170 pound rider, it would mean changing from 60-90 progressive to maybe a 70 pound spring.

For smoother motocross courses or dirt track, the swingarm modification should be real fine. For cobby motocross or desert whoop-de-doos it might not be.

Before you start cutting and welding on the swingarm, it's a lot more sanitary if you take it off your bike first. The swingarm shaft tends to dry out and get sticky-rusty so a little persuasion, with WD-40 or the like helps. Be very careful not to mushroom the end of the shaft banging on it or strip the threads inside the shaft with your drift pin and mallet.



Once it's straight (This one already was since it had never, never been crashed. Ahem.) a cut is made between the shock mounting point and the axle slot. Both sides.



Clean the munge off your swingarm and send it to Cycle Products West (unless you have a heli-arc torch). The first thing they do is open the package and see if your check is going to bounce. Then they straighten it in a CZ-unique swingarm jig which will also be used for cutting and placing the extension tab. You'd be surprised how many swingarms get tweaked. The extension plates alone cost $10.

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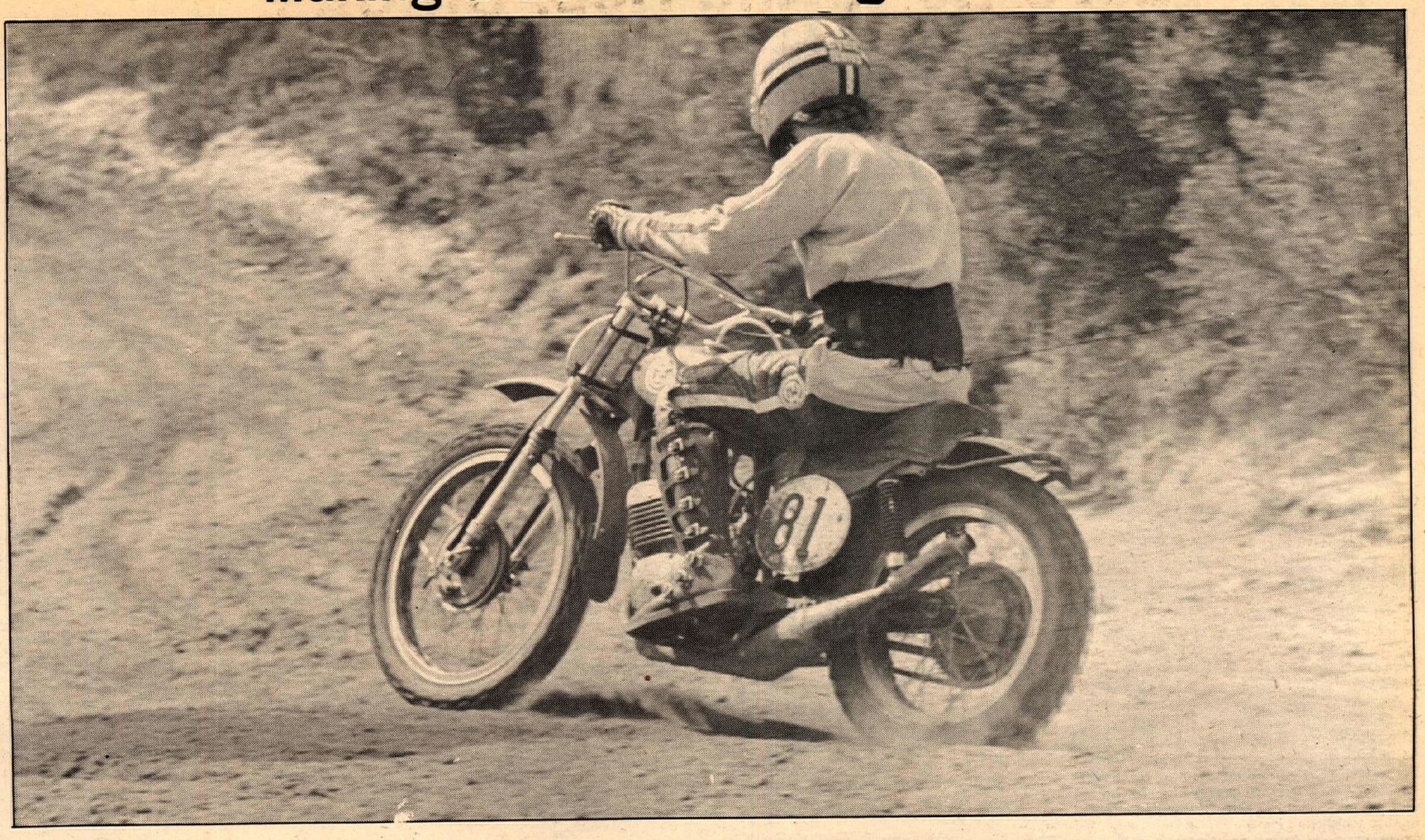

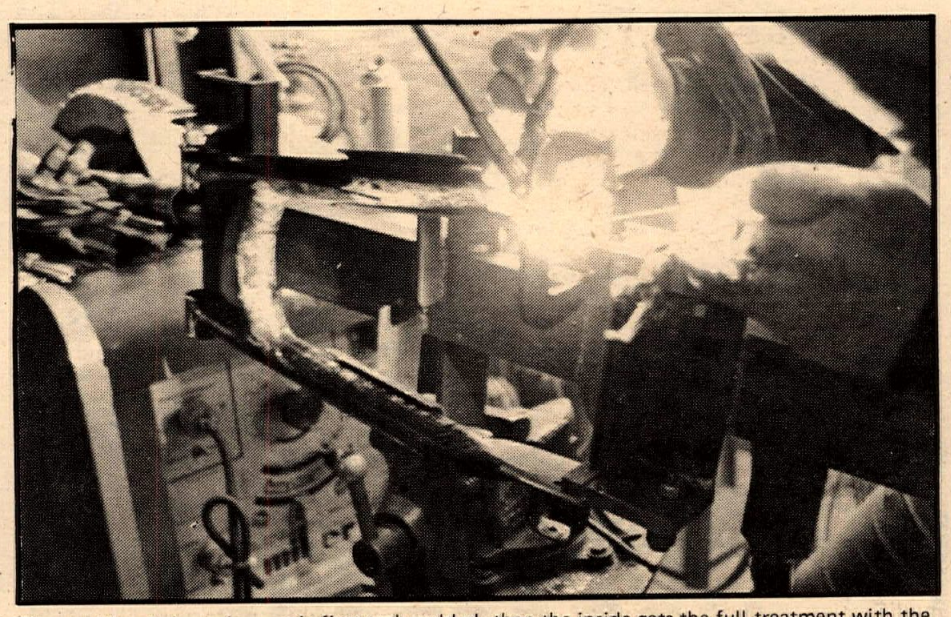

The outside of the swingarm is first tack-welded, then the inside gets the full treatment with the heli-arc (TIG to you technical freaks). The outside then gets a final for-real weld. Don't look at the light of the torch, it really screws up your eyes—like they're full of sand.

The rough edges of the welded insert are ground off so you don't snag your nylons on it and it looks all smooth and factory like. After that, you can wirebrush the whole frammis and spray it black again. Then it looks just like a regular CZ swingarm when it goes on the bike and nobody's the wiser.

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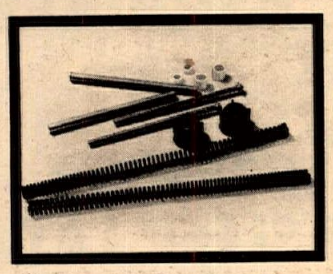

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M.O.R.E.
from the Capitol

by Russ Sanford

AN OPEN LETTER TO THE CITIZENS AND MERCHANTS OF RIDGECREST

Is your Chamber of Commerce working for you, or against you? Or am I wrong in presuming that the primary function of a Chamber of Commerce is to stimulate business and thereby enhance the economy of the community which it represents? If you share my presumption, perhaps you will find the following to be of interest.

On Thursday, February 22nd, approximately 20 members of the California Off Road Vehicle Association gathered at Red Rock Canyon to provide transportation for the members of the California Recreational Trails Committee and representatives of the California Department of Parks and Recreation. This transportation was provided at the request of Mr. Lansing Warren, Chairman of the Red Rock Canyon Citizen's Advisory Council which was sponsoring the tour of Red Rock Canyon.

It is significant to note that this transportation was provided at the CORVA member's personal expense: for most, the loss of a day's employment in addition to the expenses incurred in transportating their off-road vehicles. Two of the members had trailered their individual machines from Orange County. I had traveled to the site from Pasadena with Mr. Bob Ham, vice-president of CORVA.

We had been informed by Mr. Warren that the tour was to begin at 10:00 a.m. so the CORVA contingent began arriving at 9:00 a.m. and was ready to proceed on schedule at 10:00 a.m. When the 'guests' began to arrive at approximately 10:30 a.m. we learned for the first time that the tour was scheduled to commence at 11:00. One can hardly determine Mr. Warren's motive in having us positioned a full hour before departure time.

In an obvious attempt to humiliate all of the drivers present, Mr. Warren proceeded to flaunt his super-ego by describing in infinite detail the most basic of instructions in off-road vehicle operation: basics which CORVA members have long known and practiced. As if this were not enough, Mr. Warren then proceeded to point out those off-road vehicles which in his opinion would not be able to complete the tour due to anticipated mechanical or structural failure.

And in a final salute to his ego, Mr. Warren announced that he would be in the lead vechile and that hereafter he would be referred to via Citizen's Band radio as "Blue Leader" and that the driver in the last vehicle of the caravan would be referred to as "Tail End Charlie". Mr. Warren has failed to read the instruction manual for his CB radio, or he would be well aware that such use of CB radios is a violation of Federal Law and the Federal Communications Commission has suspended operator licenses and invoked heavy fines for much lesser abuse of the FCC rules. "Tail End Charlie" must have been aware of these rules, because he evidently turned his radio off. Or possibly, he was embarrassed by "Blue Leader's" ego trip.

Upon completion of the first leg of the tour, the caravan returned to the staging area where the Ridgecrest Chamber of Commerce had prepared a lunch in our absence. Mr. Ham of CORVA, had travelled to the site in his motor home where he and I had intended to prepare lunch for the CORVA members who were furnishing the transportation for the tour. We had presumed that the lunch prepared by the Ridgecrest Chamber of Commerce was intended only for the guests. At the urging of the Ridgecrest Chamber of Commerce, we abandoned our plans and joined the others in the lunch they had prepared. Mr. Ham and I had come prepared to serve a fried-chicken lunch, but we gratefully accepted the cheese sandwich and potato chips provided by the Ridgecrest Chamber of Commerce.

During the afternoon tour, a member of the Red Rock Citizen's Advisory Council mistakenly identified me as one of the guests, possibly because I was not operating one of the off-road vehicles and was merely a passenger. This person was quite friendly and made several references to the steak dinner and related arrangements which had been provided for 'my benefit' later that evening. I did not embarrass that person by telling him that he had the 'wrong man', but he obviously was told by someone else. At the end of the tour it was made quite clear to me and to the others who had provided transportation that our presence was not wanted at the Holiday Inn where the 'guests' were to be served dinner.

Mr. Ham and I then arranged for the CORVA members to have dinner elsewhere at our personal expense as a show of appreciation for the services and personal sacrificies which they had rendered.

Not one of the members of the Red Rock Canyon Citizen's Advisory Committee offered one word of thanks to any of the CORVA members. Not one of the members of the Ridgecrest Chamber of Commerce offered one word of thanks to any of the CORVA members.

In fact, Mrs. Polly Fisher representing the Ridgecrest Chamber of Commerce was later overheard to refer to the persons who had provided the transportation as a "bunch of free-loaders".

For that reason, I am forwarding a Cashier's Check in the amount of twenty dollars ($20) to the Ridgecrest Chamber of Commerce to offset the expenses incurred by the "free-loaders". From my observation, the sum of $20 should adequately cover the expenses of the total lunch, including that which was consumed by the California Recreational Trails Committee, State Parks and Recreation personnel, the Ridgecrest Chamber of Commerce, the Red Rock Canyon Citizen's Advisory Committee, and the "free-loaders."

I have many friends who reside in the Ridgecrest area and I know for a fact that they will be embarrassed to discover how they are being represented by their Chamber of Commerce. I have also been made aware of an organized pending boycott of the Ridgecrest merchants by off-road vehicle enthusiasts. The boycott is based upon the premise that if the Chamber of Commerce doesn't want off-road vehicles in their area, they certainly don't want the thousands of dollars which off-road vechicle enthusiasts pour into the local economy each week-end.

I might add that just so the merchants of Ridgecrest don't feel that they are standing alone in this matter, the pending boycott of goods and services is also extended to Mojave and California City. The off-road vehicle enthusiasts now intend to obtain their weekend supplies from the neighboring cities of Boron, Lancaster, and Palmdale, where they are obviously welcomed.

I personally find it regrettable that the present state of affairs has degenerated to this level. Perhaps it is time for the Ridgecrest merchants to thoroughly examine the policy guidelines which their Chamber of Commerce has elected to follow.

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Scramblin' Around

by Maureen Lee

Have you ever noticed how bike people just seem to find each other wherever they are? While paying one of my now customary visits to my favorite hospital, one of the nurses spotted a young man wheeling around the halls with a huge cast on his leg and asked him where he was from. He was just traveling around from the orthopedic wing, a bit bored. She asked how he got into such a predicament. He'd fallen off his Harley 1000, or rather had to lay 'er down to avoid a colision.

So Chuck Gobbel and I spent some pleasant time bench racing. He'd bought his bike from one of our earliest friends in biking, Paul Lass. True to Cycle News, I plonked a stickie on that massive cast but told him the paper would, on no account, pay contingency money if he won any wheel chair racing contests in the halls.

Chuck says that three times car drivers have deliberately tried to force him off the road. Now just because he rides a Hog (excuse me, Mr. Davidson) does not mean he belongs to the uglies. It's not a chopper, just a nice well-bred full-of-power American-made motorcycle. A thought came to my mind. I wonder if he had been say Kawasaki, Yamaha or Honda-mounted if this would have happened.

We bike riders have worked hard to change our image that dear old Marlon set for us back in the fifties with Honda doing most of the work with their snappy advertising. And Yamaha certainly is.

Have you seen TV commercials about their safety programs where they'll teach you to ride a bike for free? Sure it will get folks into Yamaha dealerships but it also stresses to Joe Q. Average that we do take time to ride safely.

I can't help but think, unfortunately, Harley is still stuck with the 1950 image of bikers in spite of wonderful people like Mark Brelsford and the Harley racing effort. Not wishing to tell Harley-Davidson what to do, I have a feeling they could take a look at the competition in the way of TV commercials and ponder a bit.

If you were glued to the radio while Daytona was running I'll bet you got the same grey hairs I did when Mark and Larry Darr did their thing. These things have to be faced in racing but t'aint always easy and I know you'll all join me in wishing these two, along with Cal Rayborn, the quickest of recoveries. Lots of raw milk, calcium and vitamin C, boys! It works.

I think the thing I took the hardest was Dave Smith on that last lap. To come that close, and if the reports are correct, to run out of gas! That's enough to make a strong man weep. I didn't weep, just used a few words mother never taught me as Dave's been a buddy since he made scrambles Expert at age twelve!

Before I get off the subject of Daytona, I can look a bit like the cat who caught the canary. A couple of columns ago I had a few comments about super-bikes and what maybe Triumph would have to do to keep up with the competition (and bless Dick Mann for making me eat that statement!) but I also said something about those little Yammies that just keep running and running and running.

Like to ride the desert? Then DO SOMETHING! In Issue No. 9 of this fish and chips wrapper on page number 53 there is an article by Russ Sanford about the proposed BLM restrictions. I know having to read articles, sections of rule books, vehicle codes, and what not can be tedious but if you want to use our desert, you'd better.

While you're about it, if your next door neighbor doesn't even own a bike but likes to load the family into his station wagon and rough it on public land for the weekend, that wagon or sedan or jeep he uses is considered an off-road vehicle because (unless you're dumb enough to get stuck in a sandwash in your family lead-sled) you can drive many a mile off the road in a regular vehicle.

There's another real neat little section called 6295. There are several sections to it but the little nasty is No. 2. No person shall operated an Off-Road Vehicle on public lands in excess of established speed limits. Er, you guys like J.N., Mitch Mayes, A. C. Bakken, the Brooks, et al., what would you say if the BLM decided you had to ride Barstow-to-Vegas or the Check Chase at oh, let's say 15 MPH?

Now you know why people like Ron Sloan and Russ Sanford have been fighting this thing so damn hard. Letters on these regulations were supposed to be in by March 16th. Well, due to the change in deadlines this column won't be read in time to make that date but I don't see where it would hurt any of you who use the desert, including that neighbor of yours I mentioned, to drop a postcard to State Director, Bureau of Land Management, 2800 Cottage Way, Room E-2841, Sacramento, CA 95825 and say just simply that as a citizen you support changes in the ORV regulations requested by MORE. Let 'em know we're out here.

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Jim Wilson took the 250 Expert class on his factory-prepped Honda.

Steaming back on to the motocross course. — Ernie Alexander Photo.

AME GP at Indian Dunes

by John Grout

Photos and Results by Tom Corley

VALENCIA, CAL., Mar. 11, 1973 — Doff your crash helmets to the official lap checkers, boys and girls. The third annual "Valencia Grand Prix" floated onto an all-terrain course today at Indian Dunes Park near Saugus. It was a presentation that began in a driving rain storm and got increasingly worse as the day wore on.

Though Indian Dunes more or less enjoys a monopoly when it comes to tracks that are able to support a rainy-day assembly of two-wheeler racing machinery, it is rumored that they *have* missed the boat (no funny intended). At the very least, it would seem, they should install one of those giant franchised car wash operations.

We'll try to set down what we saw...or at least think we saw. All of the events, four, were run 45 minutes each. That's a total of 180 minutes, if I'm to believe this new mini-deluxe calculator, an expensive little $29.89 pocket model.

125/250/500cc Seniors and Intermediates: A mere case of too much Mr. Bultaco: Kenny Zahrt.

When this group staged for a smoke bomb-type start, spectators — of which there were a goodly crop — crouched beneath a sea of umbrellas and, while attempting to draw focus through the downpour, were rewarded with one of the weirdest, most edgy pictures in all of racing history.

Those poor blokes out there on the starting line were miserably hunched over their handlebars, garbed in the damndest display of seldom-used castoffs ever worn. A few wore rain slickers; some sagged beneath oppressively water-logged leathers; while still others chose the confines of Saran-wrap, baggies or whatever else was close at hand.

And when the banner slapped at the frigid wind like a tub-soaked towel, Jimmy Wilson's two-stroke Honda 250 took fire as if it had been electrically prodded. He was creating more ruckus than a roto-rooter service call on clogged hospital piping. That Honda dug a trench deep enough for the Owen's River project.

As the Experts plunged into the International course, which offered all of the benefits of a buffalo wallow, Wilson's rocket was angrily spitting silt at 50 unfortunate bikers, among them: Zahrt, Larry Watkins (CZ), Ron Acevedo (CZ), Jim O'Neal (Ric), Pete Maly (CZ) and a host of other numbers that we didn't have names for.

Zahrt was content to allow Wilson to strip off line for the better part of a lap, then the game grew serious.

Zahrt unleashed his Bay Area-tuned Bultaco upon the pack as they slid into the front chute. The results obtained by the 326cc machine were almost unreal.

"I was having fun," Kenny commented after the races. "Along the back straight, the Bultaco must have been hitting 70-80..." *(Oh, yeah?...Ed.)*

That was about 5-20 MPH quicker than anything else — at that particular time!

While splashing past four riders at the end of the front straight, Zahrt moved right up to Wilson's rear treads, and then scooted by as the pair entered the sand flats.

As the field ripped into lap four of the donnybrook, Larry Watkins (CZ) also got by Wilson and into second place behind Zahrt, a position he was to hold 'til the flag. Larry, however, was competing in the Open class along with Zahrt so the overall 250 victory went to Honda rider "Gentleman" Jim Wilson.

Runners-up to Wilson included Shane McDonald (Gre), Rick Jones and Pete Maly, with Ron Jones (Hon) somewhere close in the hunt.

First two in the 125cc Senior bunch were Keith Ludwig, former Junior champion at the "Old Reservation," (DKW) and Tom "The Mudcat" Grant (Yam).

100/125/250/500 Juniors: Pier Six brawl that featured a field numbering upwards of 100 contestants.

Ken Bates again came through when the chips were scattered in the slop, gaining a close win in the 100cc division. Among those finishing closest to the DKW rider at the final wire, were Charles Groves (Ric) and Kent Parkinson (Yam).

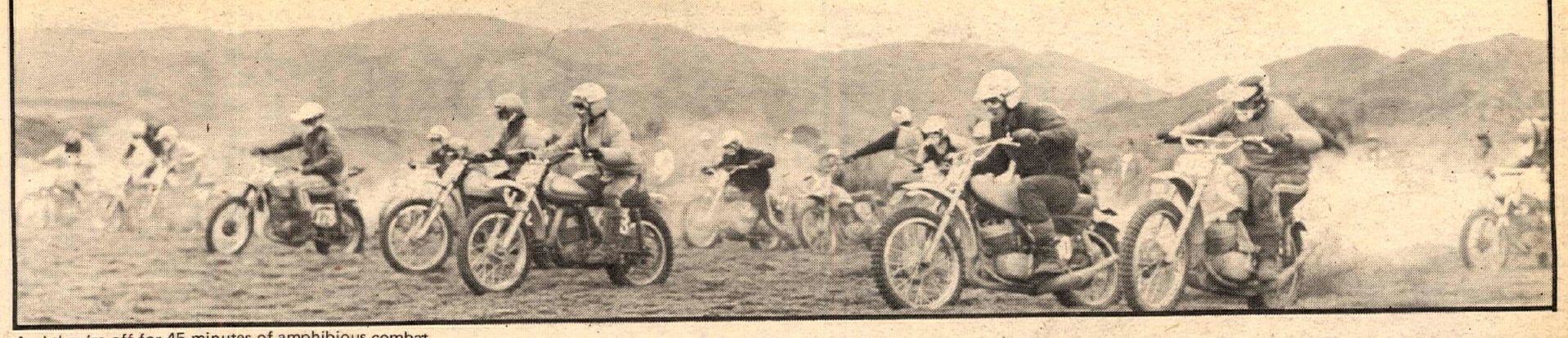
Overall victory amongst the 125s went to Ricky Park (Hus), as he out-mudded Ellis Harlin (Ric) and Scott Farris, who was trying his luck on a Penton.

Dave Arnold, again campaigning one of the new Honda two-strokes, collected his third straight overall victory against the mid-bore Juniors. Ron McConnell and Dave Martinez, both on CZs, were closest runners-up. James Bernth (CZ) grabbed the win for Juniors on 500cc bikes.

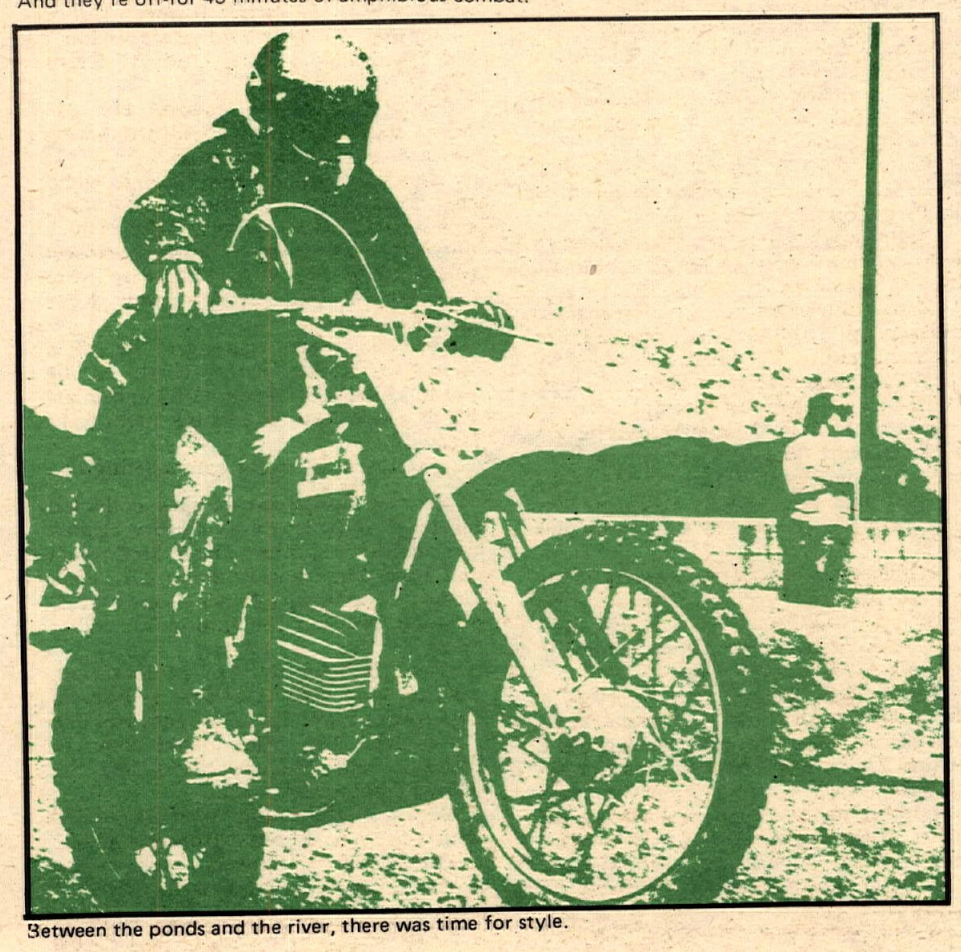
Today's "Grand Prix" presentation, was sanctioned by American Motocross Enterprises (A.M.E.) with races run like clockwork. The riders were able to enjoy it and the spectators left the 'Dunes smiling and soaked.

And will the crumb who absconded with the four-foot trophy, please relinquish your discovery back to the A.M.E.?? No questions asked...

INDIAN DUNES SAND AND WATER GO FAST THING



And they're off-for 45 minutes of amphibious combat.



Between the ponds and the river, there was time for style.

"Oh, no! Not in the giant puddle where I'll probably never be found again."

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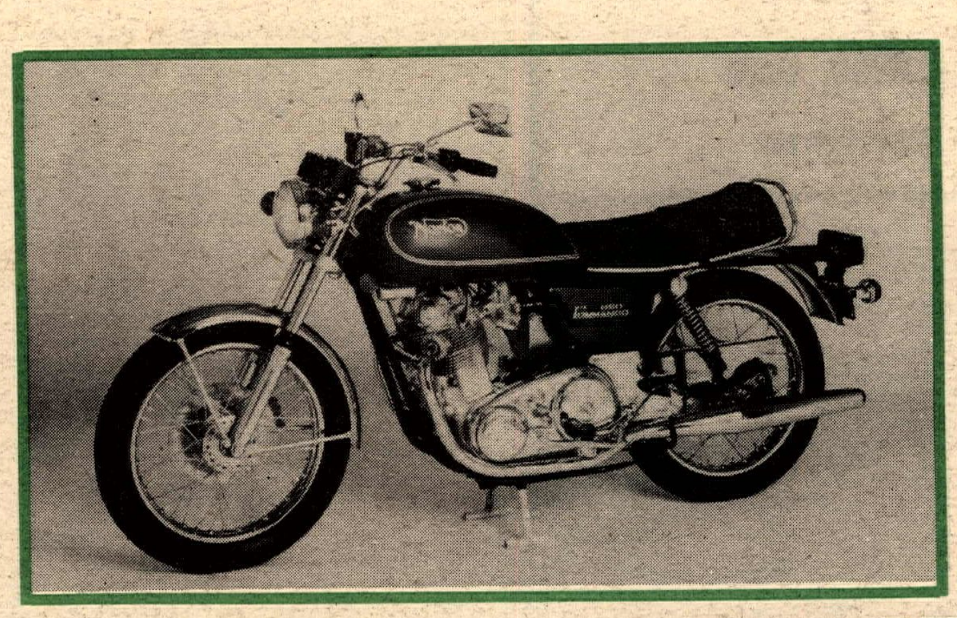

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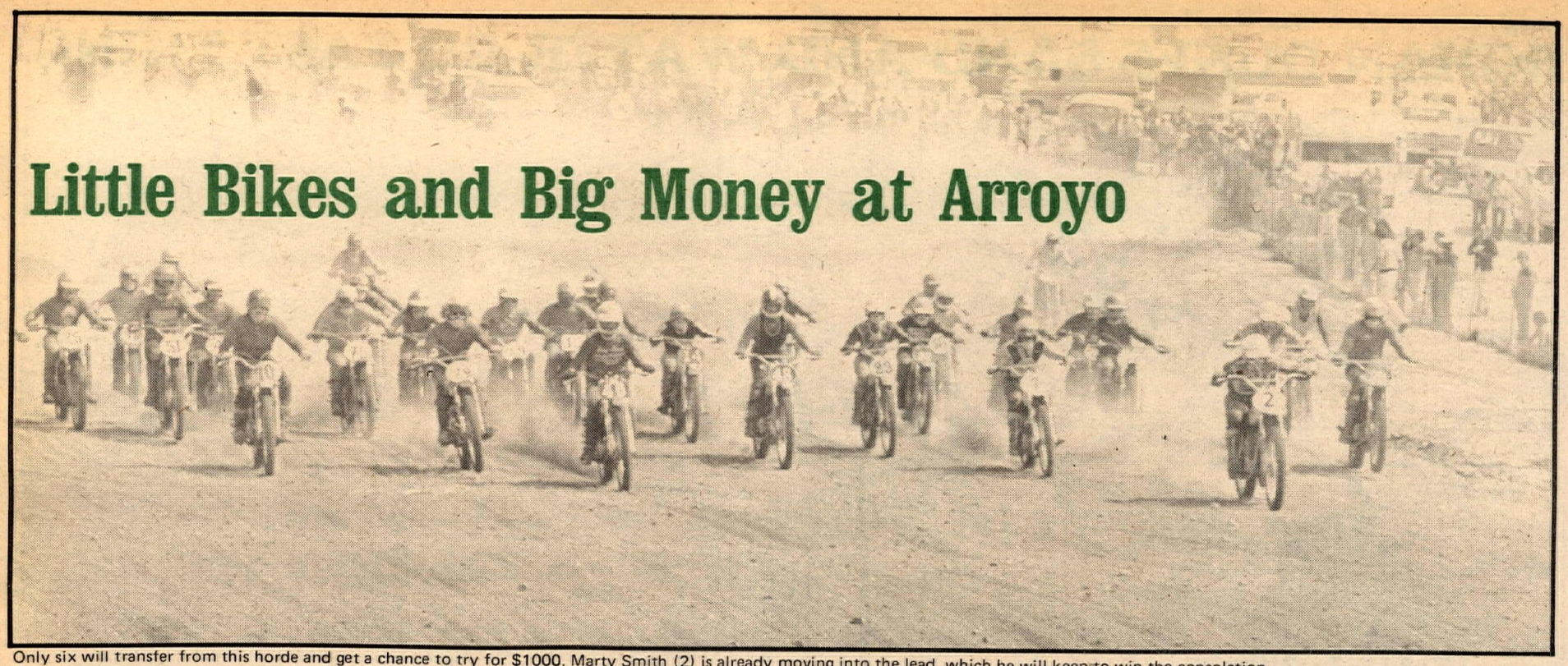
IT'S FLEXIBLE APPROACH LEAVES THE OPPOSITION RIGID

Little Bikes and Big Money at Arroyo



Only six will transfer from this horde and get a chance to try for $1000. Marty Smith (2) is already moving into the lead, which he will keep to win the consolation.

The winner and, presumably top 125 rider in the U.S., Ray Lopez after he took the lead in the second moto. Them guys out front had some very rapid machinery.

Chuck Bower: Second overall.

Formula: 83 Professionals, 125cc Racers, $3200, and 1 Winner = Ray Lopez

by John Huetter
Photos by Chris Ostlind and Huetter

DEVORE, CAL., Mar. 8, 1973 – Eighty money-hungry, top-rated 125 class pros entered Arroyo Cycle Park's 125 Championship in search of that big thousand first place money out of a $3200 purse. That was a lot of bread for the 125 class alone.

Some of the most trick 125 motors this side of Honda R&D were brought up to the line for three elimination motos. The top nine for the qualifiers transferred directly to the two mains and only six would transfer from the single consolation moto.

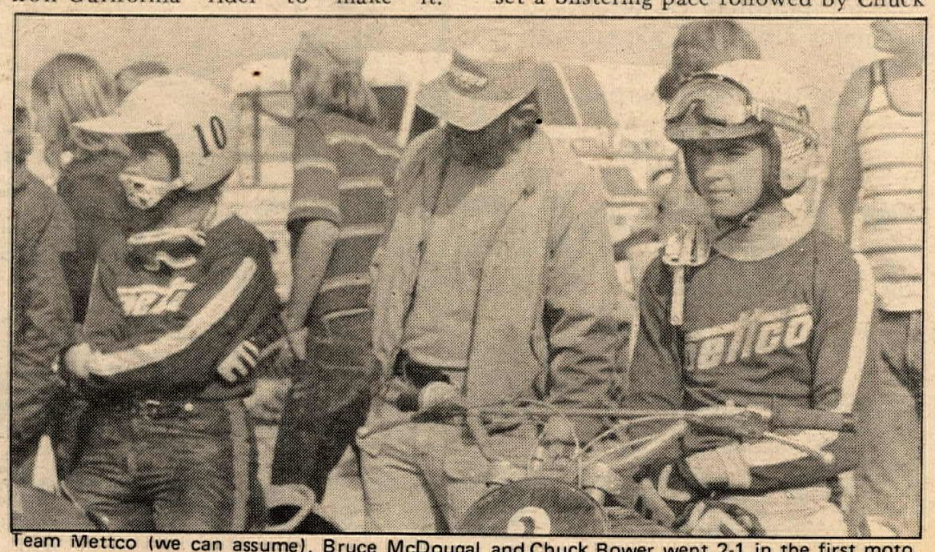
For those who did it the hard way, that meant four long motos against the best 125 riders the U.S. can muster. Marty Smith (Mnk) led the consy by an ever-widening lead followed by Texan Mike Johnson (Mnk). Jim Cooke on a Boyd & Stellings DKW and Morris Malone (Nog-Yam) also made it the hard way. Another Texan, Mark Harrington (Mnk) transferred through the consolation and he was the last non-California rider to make it. Pabatco's Harry Taylor (Hod) had already made it direct.

What had to be the biggest collection of teen-age motocross talent ever assembled sat on the line for the first moto of the two twenty-minute rounds that really counted. Thirty-three were supposed to transfer; I counted thirty-five and there weren't half a dozen that needed to shave more than once a week. They were keyed up to the rafters for $3200 to be had for going 40 minutes over a new Arroyo course layout that ran backwards for a mile and a half, giving the spectators plenty to watch.

FOR OPENERS

Harry Taylor, Hodaka's superannuated whiz kid, put his Combat Wombat into the first turn first, but it was Billy Payne who led out of the tight downhill hairpin. It was a bleeding madhouse in that first turn and then the pack charged through some nice, big, soft whoop-de-doos interspersed with mud. For the first few laps, Payne (Pen) set a blistering pace followed by Chuck

Team Harley – Terry's friend, Terry Clark, Jim Beauchamp, Jim's old man.



Team Mettco (we can assume). Bruce McDougal and Chuck Bower went 2-1 in the first moto, didn't do so hot in the second.

Bower and Bruce McDougal, both on Mettco Pentons. About lap four, Bill Payne threw his blue-tanked Don Emler Penton away as he crested the last whoop-de-doos sideways. He was under pressure from Bower and just couldn't save it as the suspension bottomed and flipped him over the high side.

The bike made about three aerial somersaults as Bower went by into first, dodging Penton and Payne. Bill got up and got going again, about tenth. But by then it was the purple-shirted Mettco Pentonites up front, followed by a horde of talent.

Most notable was the quick, steady progress of Terry Clark (Boyd & Stellings H-D) up through the pack from somewhere around twenty-fifth to sixth. He had previously said that he would have to save himself somewhat as he was riding the Mint 400 the next day, teamed with Howard Utsey. Consolation winner Marty Smith worked his way up to third a fair distance behind Bower and McDougal. Ray Lopez (Pen) ended up in fourth but it didn't seem to be too important, except to Ray Lopez and his fans. Pre-race picks Ken Zahrt (Bul) and Greg Robertson (CZ), were down quite a ways in that order. Both Zahrt and H-D rider Jim Beauchamp were riding with plaster and/or tape around injured arms.

Post-moto pit talk gave the overall to either Bower or Marty Smith, who had looked better in the Consolation after a bad start and mechanicals put him there.

MEANWHILE

While the pros did their between moto things (or the mechanics did), the final 125 Junior moto was run off and Tim Hoover (Ric) won it very convincingly and with it, the overall. Big brother Jim was on a stock 125 Suzuki MXer in the pro class and hadn't fared quite as well in his first outing since his injury. Tim was initially very serious about the win but couldn't keep up that role and soon faded into fourteen year-old casualness about the whole thing. Tim Daly finished well enough on his Rickman to be second Junior.

CLOSING ACT

When the green flag popped up for the deciding moto, Bill Payne pulled a tremendous four bike-length lead to the start hill on the quickest Penton on the course. He held it through the turn and over the whoops. Marty Smith was running about fourth in the tight pack when he unloaded very hard as they raced for the third corner. It took a long time to get the Monark restarted as Smith was shaken and not up to the task; neither was the "helpful" spectator. It ended Marty's chances for an overall at the same spot that had claimed Payne in moto one.

Payne ended up being pursued by Ray Lopez and both were circulating at a pace that most 250's couldn't match. Don't believe any talk about "stock machinery" in this race. Every bike in the main motos was tuned to within a millimeter of destruction, and most were very trick on top of that. First moto leaders Bower and McDougal were trying to overcome indifferent starts stuck back in the pack. Ken Zahrt pulled off and quit, holding his injured arm.

Payne and Lopez opened up a comfortable lead. Terry Clark started running a very consistent third; not too fast, but fast enough to close a little each lap while taking the same effortless line. H-D teammate Beauchamp was about sixth with 20 ft. of course marker ribbon wrapped around his rear sprocket. Bower moved up to fifth.

In the final moto, Bill Payne (80) grabbed the lead in Turn One. Ray Lopez (29) and Marty Smith (2) were next.

With the moto half gone, Clark moved into second and Bill Payne started looking over his shoulder. Further back, Jim Hoover had taken the only Suzook in the race up to seventh ahead of such luminaries as McDougal, Tony Rodgers (Yam), Jim Beauchamp and Greg Robertson (CZ) who never looked up to speed all day. Jim Cooke (Boyd & Stellings DKW) and Bill Grossi (DKW) were having a fair old go back about tenth chasing each other and swapping positions. It was also Cooke's first race since getting out of plaster.

With about a lap and a half to go, Bill Payne was still in the lead. Then he dropped it again on the back part of the long twisty course. Lopez' persistent hounding paid off as he moved into first and Bower went by Clark to occupy the second spot.

The white flag was being given to the back runners when about five very fast 125s came bouncing and leaping over the hill towards the finish line. The sleeper, Ray Lopez on his Penton, was still in front...by maybe a couple of feet. Then it was Danny Turner (Mnk) who flat charged by about three guys in the last hundred yards, and Bill Payne, who had gotten back up and passed Terry Clark about 20 ft. before the checkered to take third (after he had passed half the remaining riders in half a lap). Clark was fourth with a surprised look on his face and Chuck Bower, first moto winner, was back in fifth from being a solid second a lap earlier. He hadn't dropped back three places, he had been *passed* to fifth within the space of a lap. It got right interesting in those last few feet.

Checking back to the first moto scribblings, I noticed Lopez down for fourth. If the official scoring agreed, it looked like the 125 Championship had gone to Ray by the margin of one point over Chuck Bower. The Arroyo officials agreed and Lopez is the champ, besting the top talent and machinery of 125cc displacement. Most of the "class" riders were really there in good form. Now if Billy Payne could only stay upright...

Payne was fastest, Bower looked like the favorite (He had 1-2 finishes going until the last 200 yards of the last moto.) but Ray Lopez, on the Don Emler Penton, was the winner. And a cool thou richer than he was that morning.

Smith's bid for the overall ended about ten seconds into the second moto. Boy, did he get off!

Billy Urban (7) grabbed the lead in his qualifier, then his CZ seized. Ken Zahrt (40) went way out in front then threw a chain. Morris Malone (70) ended up in the consolation moto. Bummer.

Payne had the lead in the second moto also, until he dropped it with about a lap to go. The quickest guy at Arroyo on the inside line.

Elsewhere

Bill Grossi (DKW) got straightened out and won $75.

Larry Watkins raced the only 125 with lights on it, a Rickman Six Days'. He knocked the taillight off.

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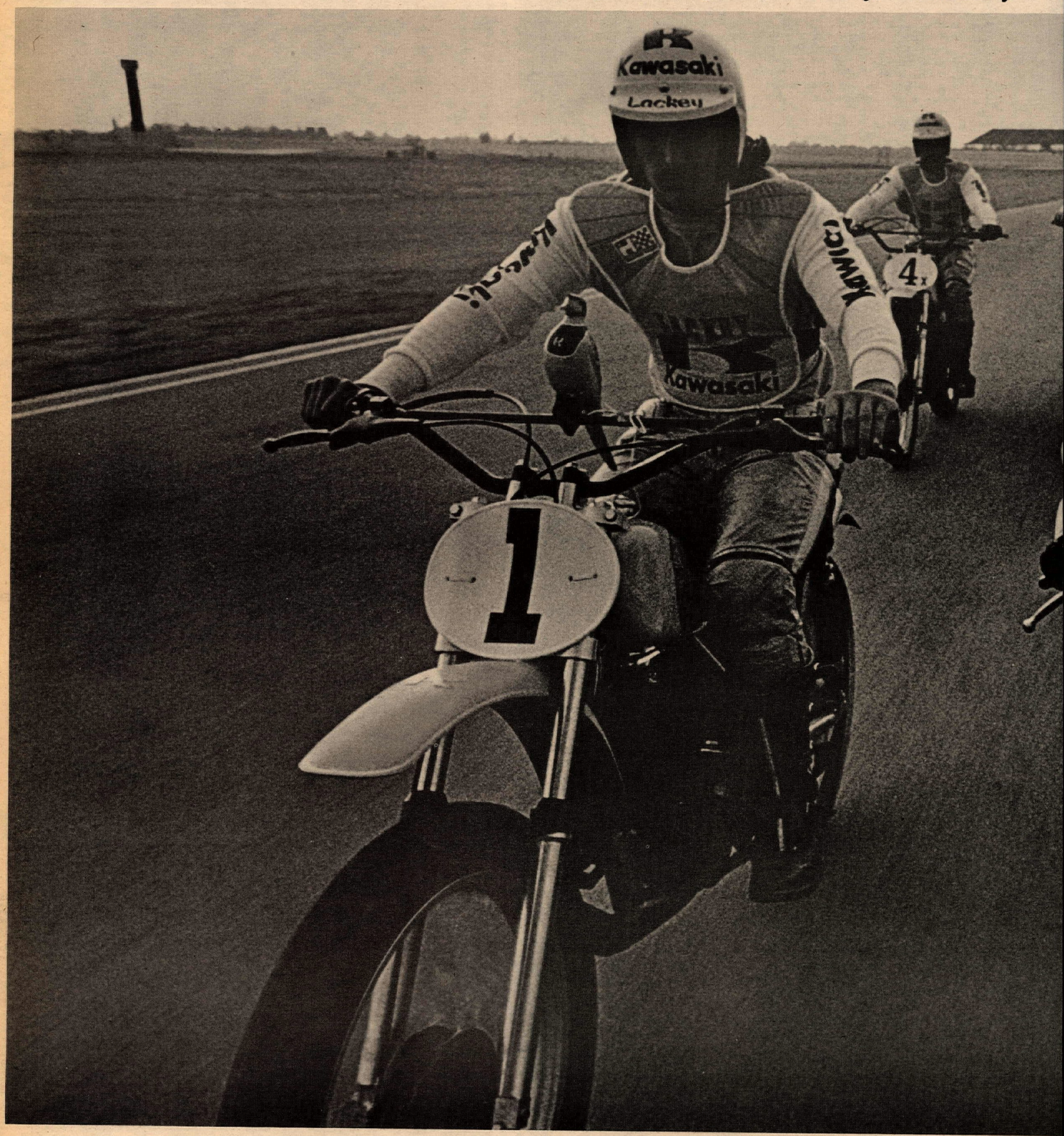

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Come out ahead on a Kawasaki

Gary and Burrito from Lap 13 to the finish in 100 laps at Ascot.

Scott's 100 Lapper

by Maureen Lee

GARDENA, CAL., Mar. 18, 1973 – The 100 Lap TT at Ascot has always been a favorite but was discontinued for the last three years while the track was undergoing managerial upheavals. This year, J. C. Agajanian decided to hold it again. The race came into being in 1961 when it was won by Dick Dorresteyn, a rider many consider the best TT man ever. Dick repeated in '62 and in '65. 1964 went to Clark White. Skip Van Leeuwen took five of them, '63, '67, '68, '69 and the last one in 1970. Eddie Mulder broke up his wins by winning in 1966.

This year it was to be young Gary Scott, who as a rookie last year ended second Nationally and this year shows as a real hot contender for the Grand National Championship when he gets more road racing experience. Interestingly enough, although Sunday's track was slick and fast, the boys couldn't beat the record set at the last one by Van Leeuwen of one hour, 21 minutes 36.77. Three years ago the machines weren't as sophisticated as they are today, either. Disc brakes and the special frames had not yet come into use so "The Flying Dutchman" still holds the 100 lap record by almost two minutes.

The 10 lap semi for the last transfer positions was ended on the sixth lap when Ron Moore (Yam) fell in front of Don Emde (BSA) and the pair went down in turn one just coming off the straight. With over 50 percent of the race completed there was no re-start. Before he fell, Moore and Brian LaPlante (Nor) were making a good race of it with Larry Gino (Tri) leading. When the red flag came out the leaders were Gino, LaPlante, Doug Christopher and Reg Chosney, all on Triumphs. Emde and Moore became first and second alternates.

Thirty-three riders came to the line and were warned that any jump-off to gain advantage would lose them one lap as a re-start of that many riders would have taken a great deal of time. The road racing timing start was used. Clock warnings were given every minute, starting with five minutes to go, before starter Chuck Murray dropped the flag. He's one starter who doesn't fool around and the riders always know what is going on.

Because he had won the first two TT's of the season, Terry Dorsch was the favorite, but lost his front brake on lap three and then had to spend some time in the pits later getting a flat rear tire changed. Dorsch ended 16th overall.

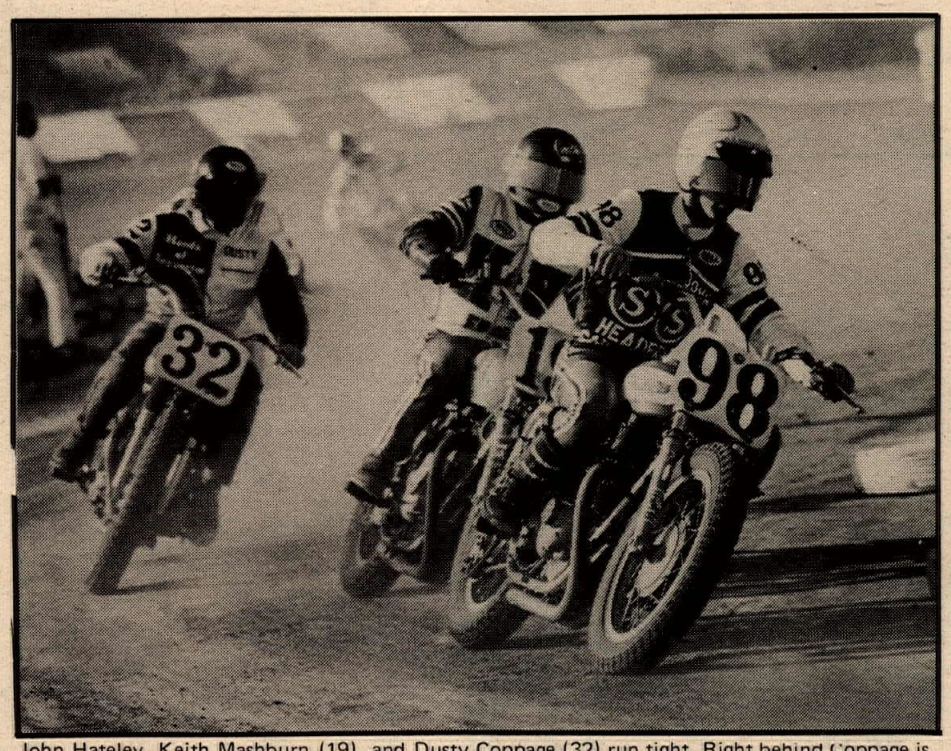
Gene Romero was in turn one first. Behind him were Gary Scott, Jim Odom, and Tom White all on Triumphs. Dave Aldana (Nor) was moving up through the pack and looking good. By the fifth lap Scott had moved up close to Romero and was just sitting there waiting while Romero, demonstrating his improved TT style, ran like clockwork with no mistakes.

On lap ten things started happening. Frank Gillespie was first to retire, and then Eddie Wirth and his Yamaha came to grief over the jump but Eddie was able to make it back to the infield on his feet. Romero was still leading, but on lap thirteen Scott took over and was never re-passed for the rest of the race. Eddie Mulder had moved up to third from fifth position and Jim Odom was in the pits with one cylinder gone. Tom White was fourth and Aldana fifth.

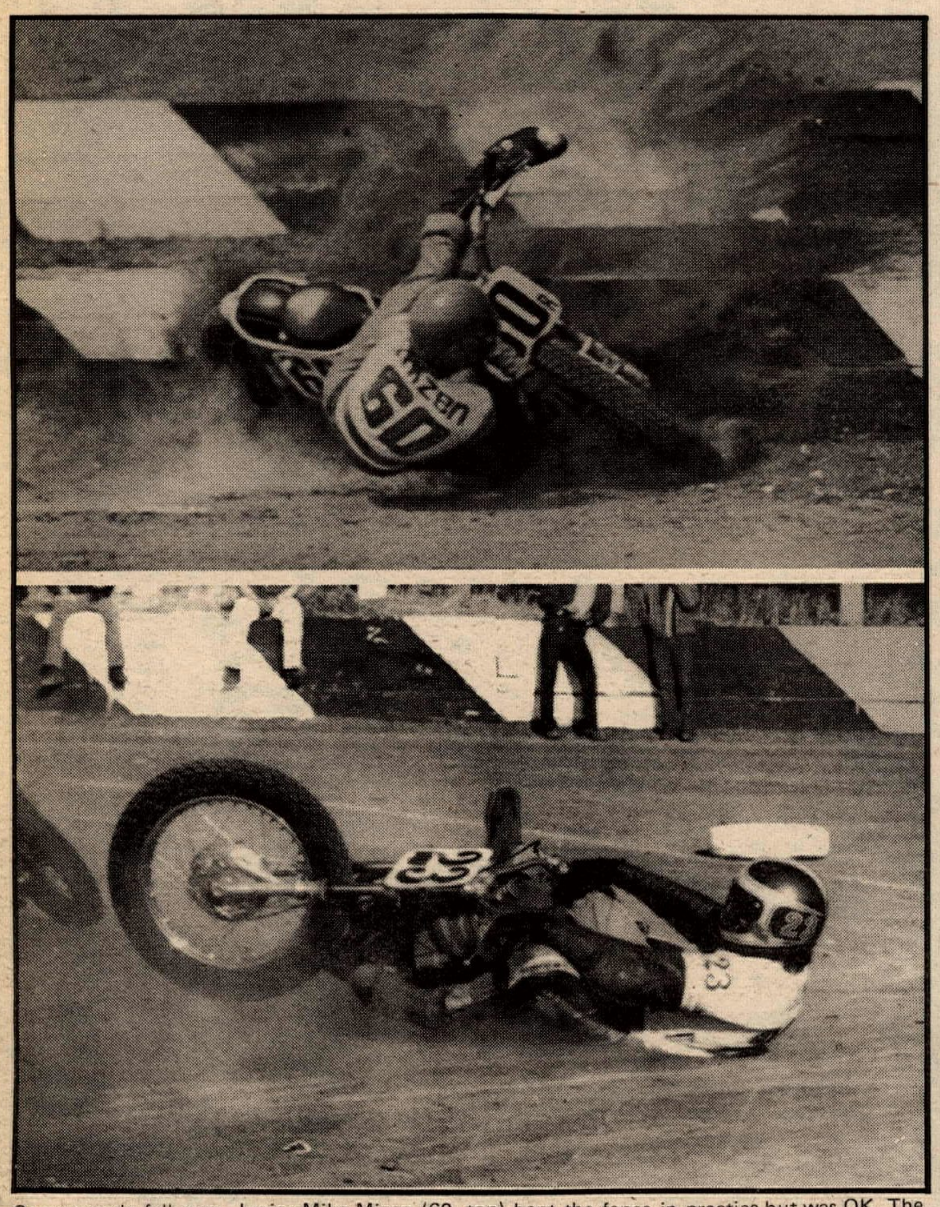
By now the leaders were starting to lap slower riders, some of whom obligingly let Scott and Romero by. Aldana got White on lap 20 in the left hander after the first turn sweeper, moving to fourth.

On lap twenty-six Aldana passed Mulder by diving to the inside in the esses by the lake. Around the thirtieth lap Aldana, who was being chased by Dewayne Keeter, caught up with Tom Rockwood who was being lapped. Rockwood motioned them past and looked over and saw Aldana but Dave and Keeter went wide on the sweeper and Rockwood led them again only to motion them by again when they got themselves straightened out. John Hateley was in fifth place behind Mulder by the fortieth lap. Paul Bostrom retired and Mert Lawwill was going well but one lap down as Aldana caught him and went around on the outside of turn one. Up front Scott was lapping faster than Aldana who was really starting to move. Lap 45 and they were all in heavy traffic and Romero was able to get right up to Scott's rear wheel but Gary pulled away again as soon as he was in the clear.

Lap 46 was noteworthy as the half-way point approached. Aldana's engine started stuttering badly, but he kept going. Romero slowed a bit and—



John Hateley, Keith Mashburn (19), and Dusty Coppage (32) run tight. Right behind Coppage is Scott who is preparing to lap the trio. You can see Romero through the dust.



Some people fell over. Junior Mike Mizen (60, top) bent the fence in practice but was OK. The same was true of Dave Hansen (23) who didn't bend the fence.

Dave Aldana showed that he was the fastest Norton rider at Ascot at well as Daytona. The gremlins got to his engine.

later said he thought his enging was locking, but it wasn't that serious and off he went again. Mulder was now catching up to the spluttering Norton and John Hateley, although one lap down was starting to move. He'd made a quick trip to the pits too.

Scott was really moving. Lap 57 he lapped fourth man Mulder and two laps later lapped Aldana. Lap 60 Aldana was forced to pull in to try and correct his malfunctioning bike. It was just a quick stop but the Norton was really cutting out, and he was to return to the pits. A broken wire to the battery was the cause, but it was to cost him eighteen laps before he got back into action again on the 79th.

By lap 70, Scott and Romero were the only two riders on the same lap! They had passed the whole field. Hateley was now fourth. Tom White behind him and Keith Mashburn, riding for Eddie Hammond now came to sixth spot, and these three were running very close together causing the crowd to watch them more than Scott.

Reg Chosney and Brian LaPlante joined people watching from the pits. By the end, out of the 33 riders, 21 were left.

Hateley, White, and Mashburn were haivng one heck of a go when the inevitable happened: White and Hateley went down in the turns by the lake. Now it was Mashburn in fourth.

Aldana was not running full power but eighteen laps down. But it didn't stop him from giving Romero a good race. Ron Powell, who had started sixth, was now into fifth. Sonny Burres who had come from the number fifteen starting position was up to sixth.

The remaining laps passed uneventfully and Scott took the checkered flag approximately five seconds ahead of Romero. Romero praised his tuners Axtell and Thompson. Mulder, who ended with third, thanked Axtell and Hateley Sr. who put his engine together, but admitted that the 100 laps just seemed to get a little longer each year.

One, Two. Gary, Gene. Triumph, Triumph. Photos by Dan Mahony.

Romero looks relaxed.

JUNIORS

The fifteen lap Junior Main went to John Gennai who dove first from the pole and into the first turn. He built up a good lead and looked very smooth with no slipping around. The groove was such that it caused more than one racer to remark that you could only use just so much throttle or you were abruptly going sideways. Yamaha mounted Rick Hocking was in second early on with Ivan Shigemasa (Tri) behind.

Passing started and Mike Renslow moved up to finish second. At one point Alex Armstrong and Rick Hocking were making a good go of it but Armstrong just turned his head momentarily and Hocking shot past. Armstrong moved up to the third place by the end. Hocking wasn't running as fast as usual but took on Terry Morairty and Devon Sowell in some of the earlier action to finish seventh.

NOVICES

The Novices had fifteen laps also with Jeff Davidson (Bul) on the pole. It was Bob Hosford first off on the Bill Bell Honda, but Alex Jorgesen (Kaw) was right behind him. Hosford lost the groove on lap three and Jorgesen, Davidson (Bul), Jerry Kole (Yam), and Bill Oliver (Bul) were quick to take the advantage. Jeff Davidson took the lead but he, Oliver, and Kole all tangled and went down in a heap and the red flag came out on the fifth lap.

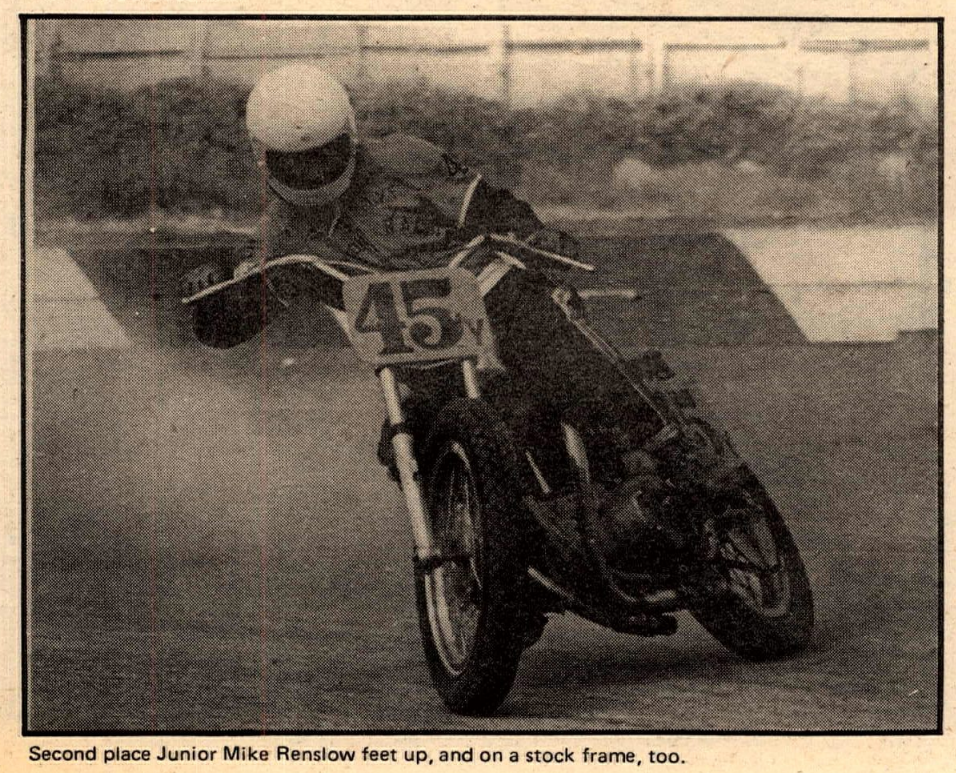
The re-start was single file. Davidson was unable to re-start, and Oliver and Kole were put at the end. Off they went again and Jorgesen, Hosford, and Mike Allan (Yam) sorted out first, second, and third with Rick Milner (Bul) in third for a while until he took a tumble in the lake turns to drop him to thirteenth by the time he got it sorted out. The trip down from San Jose was worthwile for winner Alex Jorgesen and Stockton's Mike Allen in the second. spot.

NOTES

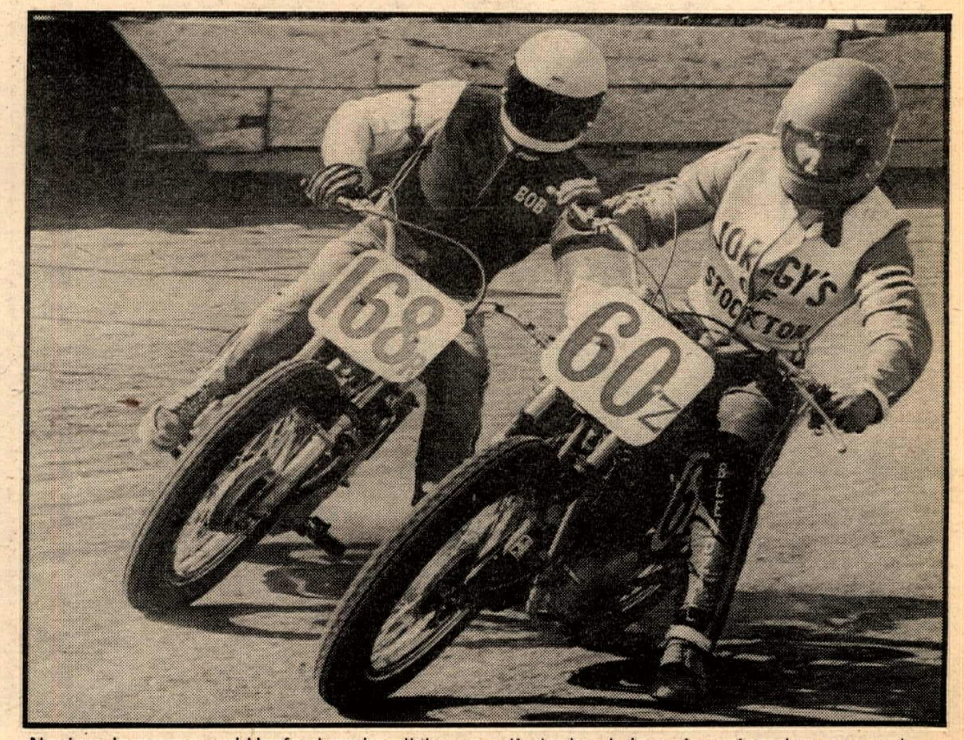
Bob Bailey showed up with a 360 Yamaha, signed in, and was allowed to practice, but was told that the 360 Yamaha had not been approved for Expert competition so he could not time trial or race. I thought an Expert in TT could ride any size machine he wished, although Novices are now no longer bound to 250cc's only.

There were some unhappy riders at the pay off. It was a $3,000 purse and several riders felt that the 100 lapper had been had when they collected their money. One said he thought Novices shouldn't have been on the program at all. One rider told me there was only ten dollars difference in the pay-off to the fifteen lap Junior winner and the 100 Expert winner. If this is so (unfortunately, we couldn't check it out at the time) something was really wrong with the pay off!

The Ascot Half Mile season opens Friday night, April 6th.

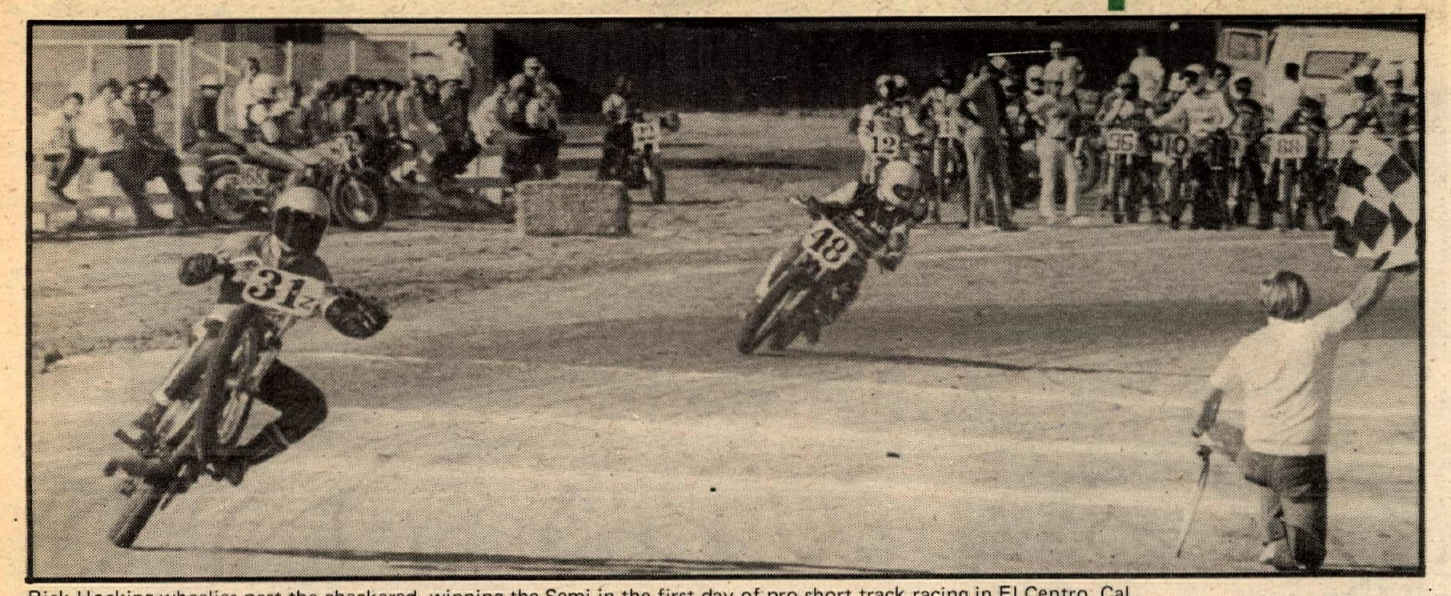


Second place Junior Mike Renslow feet up, and on a stock frame, too.

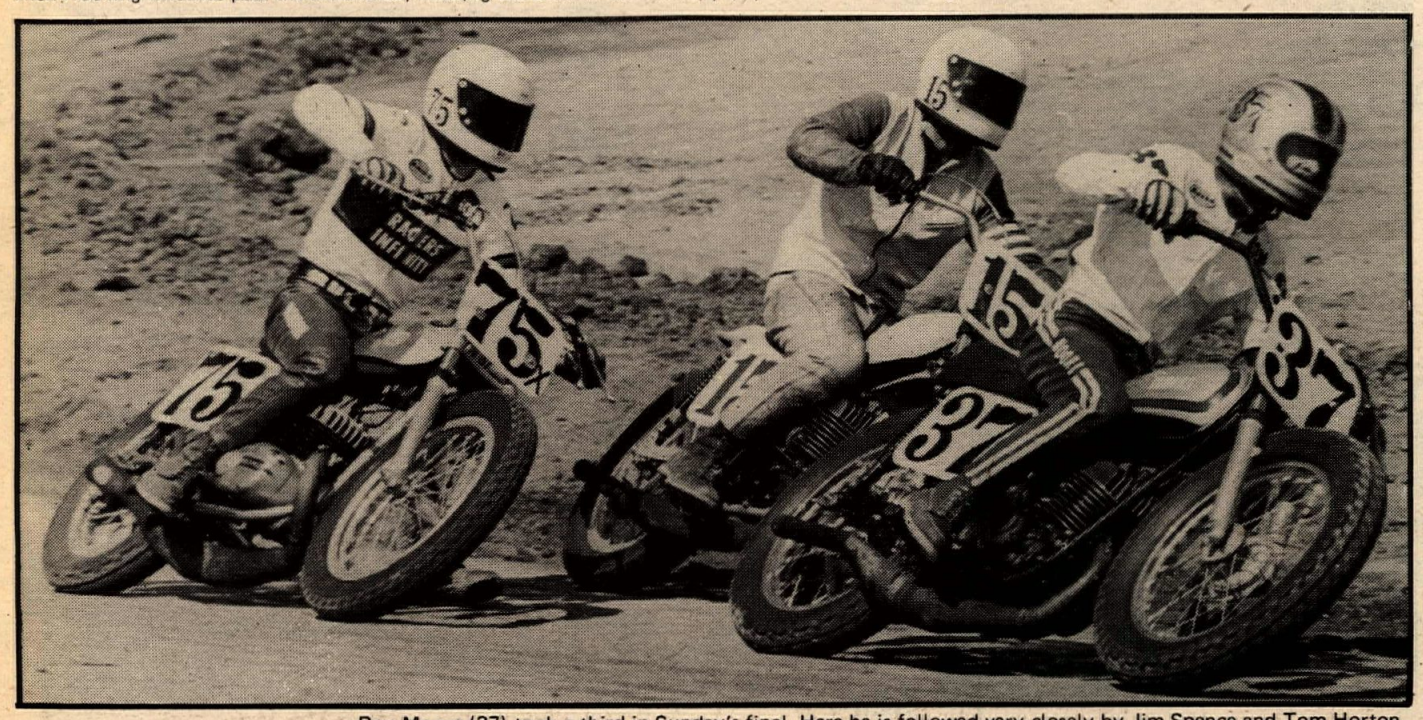


Novices Jorgensen and Hosford get handlebar to cylinder head. Jorgy is unzipped to stay cool.

How Green Was Imperial Valley



Rick Hocking wheelies past the checkered, winning the Semi in the first day of pro short track racing in El Centro, Cal.



Ron Moore (37) took a third in Sunday's final. Here he is followed very closely by Jim Spence and Tom Horton.

by Tom Blattler
Photos by Dan Mahony

EL CENTRO, CAL., Mar. 10, 1973 — Rick Hocking of Fremont, fresh off his winning the AMA National Indoor Championship this winter, held off National Expert Al Kenyon to capture the 15-lap Main event in the J.C. Agajanian AMA Short Track at the California Mid-Winter Fair in El Centro. Hocking showed the Fair crowd why he won the Indoor Championship as he took the lead in the first turn, and really stretched out his advantage until the ninth lap.

Hocking, after a very successful Novice season last year, really had his Yamaha wailing as he won his qualifying heat race over Pat McCaul, then defeated Kenyon in the Semi-main.

Another Junior rider, John Gennai, defeated Hocking in the trophy dash. Gennai grabbed the top spot at the start but could not lose Hocking. Hocking took the lead on the final lap, but Gennai got it back in the final turn.

In the Main event, Kenyon took over second on the ninth lap and began to close the gap on Hocking. On the 13th lap, Kenyon tried to get by Rick in the fourth turn. But as Kenyon came out of the turn, he bobbled and Hocking again opened up his lead to take the checkered flag. Finishing behind Hocking and Kenyon in the third position was Junior Rob Morrison, like Kenyon on a Bultaco. Taking the fourth spot was Expert Tom Horton followed by the only Novice rider in the Main, Butch Davidson.

Davidson, who is the number one Novice in District 36 point standings, looked like an excellent young prospect as he finished third in his qualifying heat to Hocking and McCaul. In the Semi, Butch again placed third to transfer to the Main. Davidson started in the second row and consistently moved through the field, and passed both Jim Odom and McCaul on the final lap.

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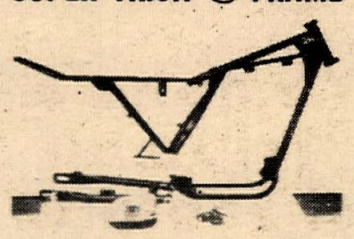

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About 2000 Pro Short Track Dollars

by Tom Blattler
Photos by Dan Mahony

EL CENTRO, CAL., Mar. 11, 1973 — Rick Hocking made it two in a row as he captured the 15-lap Main event in the J.C. Agajanian AMA Short Track program at the California Mid-Winter Fair in El Centro.

Hocking, as on Saturday, took the lead from the start and held the number one spot throughout the feature. Rick's only challenge came from Rob Morrison, as the two Junior riders ran away from the rest of the field.

Morrison, aboard a Bultaco, tried a number of times to pass Hocking, but every time Rick seemed to hold Rob off. Taking the third position was Expert rider Ron Moore followed by Jim Odom, and Mike Renslow. Keith Mashburn, Tom Horton, John Gennai, Butch Davidson, and Brian LaPlante rounded out the top ten.

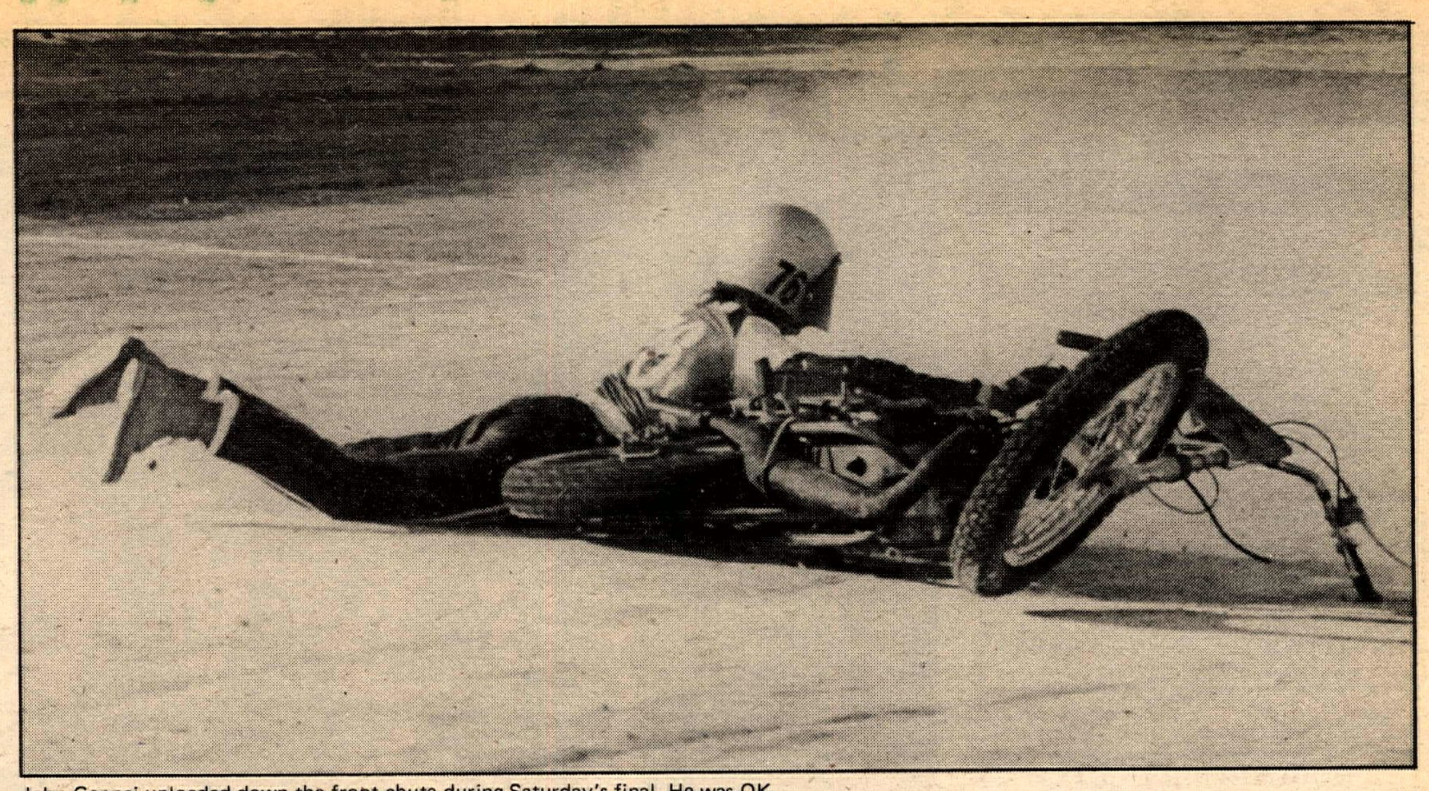
Davidson again was the only Novice at El Centro to make the Main event, and moved up to fifth place before dropping out with mechanical difficulties.

Jim Odom, just off his fine finish at the Houston Astrodome, captured the trophy dash with Hocking taking second and John Allison, another Novice, placing third.

Odom won the first Semi with Mashburn second and Horton coming third. In the second Semi, Moore was the victor followed by Hocking and Renslow. The third Semi went to Morrison with Mike O'Brien and Gennai taking second and third respectively.

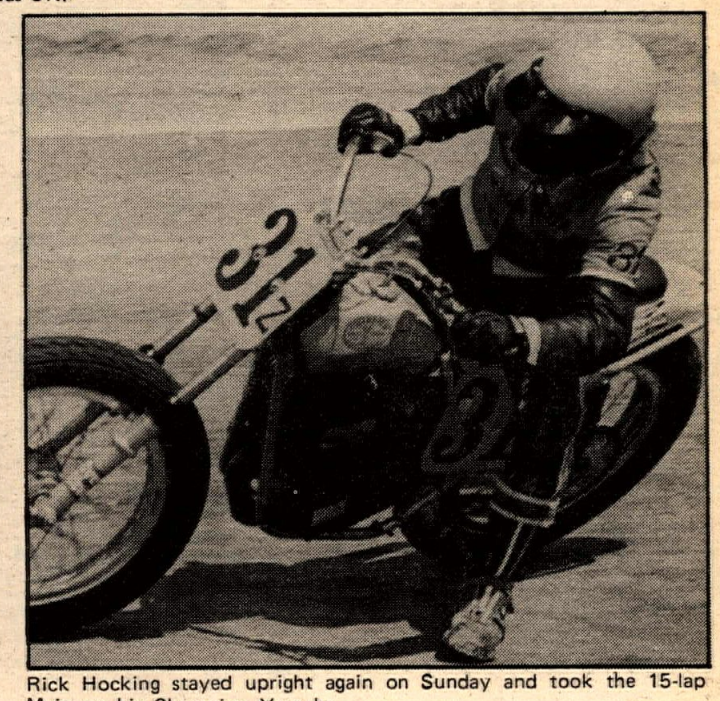
Hocking seems very hard to beat after taking the AMA National Indoor Championship and now winning both short track races at El Centro. Morrison will be another rider to watch this year as he took a second and a third at the Fair Grounds.

Al Kenyon, who finished second in Saturday's Main, was running second in the third Semi when his engine let go to put him out for the day.



John Gennai unloaded down the front chute during Saturday's final. He was OK.

Jim Odom got a trophy and lots of Cattle Queens after winning Sunday's dash.



Rick Hocking stayed upright again on Sunday and took the 15-lap Main on his Champion Yamaha.

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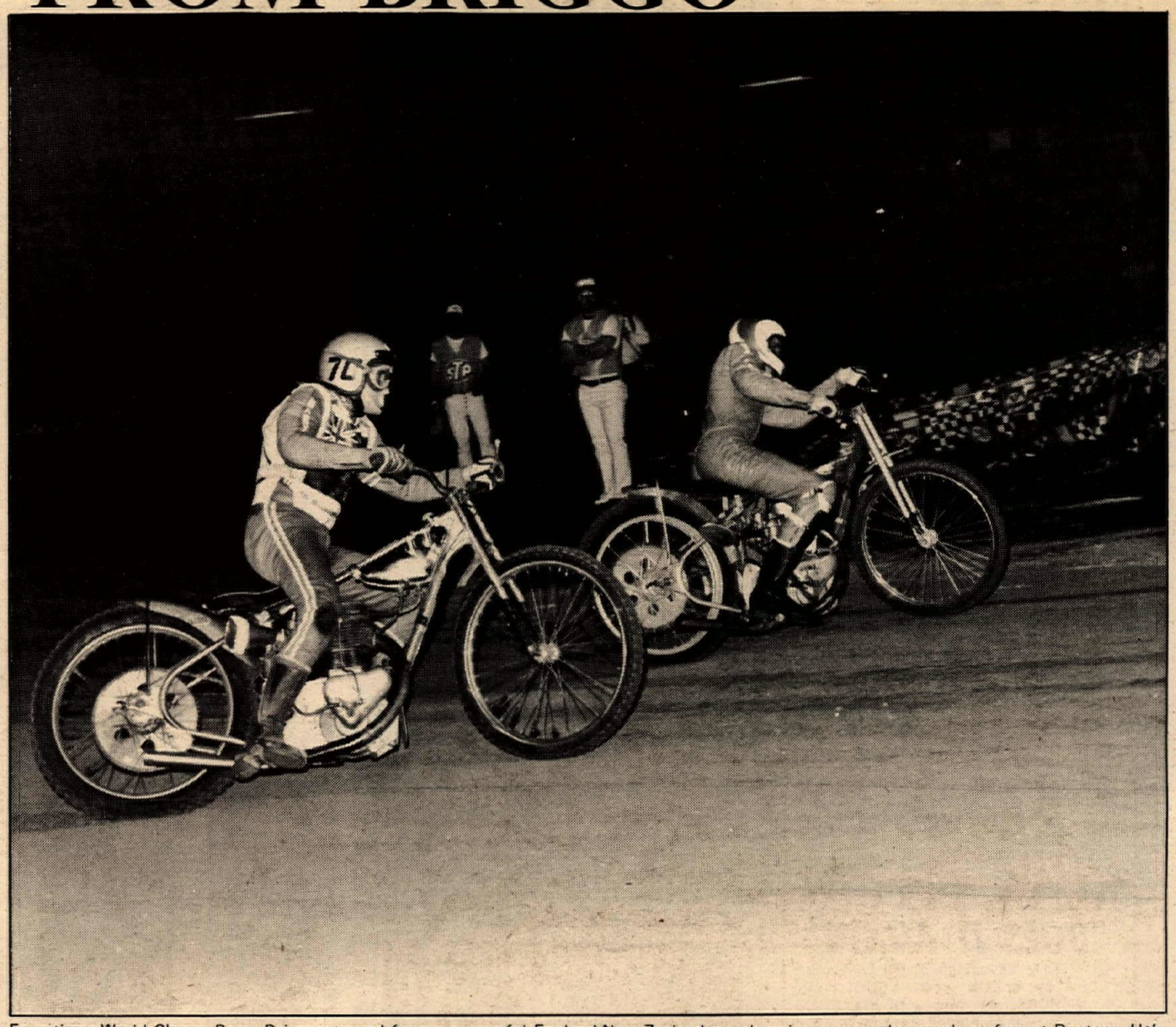

Four times World Champ Barry Briggs returned from a successful England-New Zealand match series to wow the speedway fans at Daytona. He's then off to Germany for long track competition. And he said he was "retiring" this year. Bloody likely.

by Barry Briggs

The British boys surprised everybody by showing that they still had a sting in their tail with a stimulating one-point victory, 54-53, in the third speedway test against New Zealand at Auckland's Western Springs Stadium. I wasn't prepared to ride because of a disagreement with the promoters at the track. I thought the Kiwis would win easily enough without me after the hiding they handed out to the Pommies in the second test at Christchurch.

How wrong can you get?

The meeting had to be postponed for two days because of rain and in this time the differences between the promoters and myself were settled. However, it would have been wrong for me to come into the New Zealand team at that time because it would have meant asking someone to stand down after being selected.

A Cliff-hanger

Anyway, the test was a real cliff-hanger. The British riders were clearly keyed up for this one and were rushing around the pits beforehand like nobody's business. They liked the track and the thought that only two of New Zealand's world champions, Ivan Mauger and Ronnie Moore, would be opposing them appeared to give them new heart.

The outcome depended on the final heat and what a great tactical battle this turned out to be! I didn't think I could ever get really excited sitting up in the stand with my wife — an unusual experience for me — but I was almost jumping out of my skin. Graeme Stapleton, who had really established himself as a test rider of ability for the Kiwis, drifted wide early on and with him took Scotsman George Hunter right off the track and onto the concrete cycle track surrounding the shale. They went right up the steep banking locked together before swooping back down and re-joining the race.

In the meantime former double world champion Ronnie Moore had been doing a magnificent job of slowing the race and this enabled Stapleton to catch up and follow him through to the New Zealand one-two finish needed for victory. The fans went crazy with excitement but the British team quickly slammed in a protest against Stapleton for fouling Hunter. This was upheld and a great victory for New Zealand turned into an equally great win for Britain.

Now New Zealand, which seemed like gaining an effortless win in the series, finds itself trailing 1-2 in the series and the best it can hope for is a draw by winning the fourth and final test at Wellington's Te Marua track. I am back in for this one and determined that this time victory shall not escape us.

Top scorer in the third test, incidentally, was reigning world champion Ivan Mauger. Stapleton got 12 and Moore 11. Top for Britain were Bob Kilby with 15 and Arnold Haley with 14. Strangely enough, these two at one stage were so dejected that they wanted to cut the tour short and fly home.

No Nitro

As I mentioned earlier, I patched up my disagreement with the Auckland promoters and agreed to race in a champion-of-champions international soon after the test. As soon as I knew I was in the field I immediately started looking around for some nitro. This is permitted for league racing in England and for all open events there. However, I quickly discovered it was hands-off in New Zealand. There is a new rule here covering this and if you are caught using it automatic suspension for 12 months follows. Horrors — just as well I found out!

This, of course, highlights the ridiculous situation which exists throughout the world in relation to the use of nitro methane. It should either be permitted for all events or banned entirely. Remember the trouble Russian star Valerie Gordev got into for using nitro in a world championship final a year or two ago. He was disqualified and banned for 12 months.

Personally, I am inclined to think that nitro should be permitted for all racing. If a fellow wants to experiment with it, he should be able to do so. There are, of course, a lot of times when it is not an advantage. It only makes for an uncontrollable motor on a slick track.

Anyway, the first thing I will do when I reach Daytona will be to get a can of nitro.

Getting back to the champion-of-champions at Auckland, this was won by Ivan Mauger but only after a count-back from 1971 world champion Ole Olsen, of Denmark.

Stand-up Meals

I finished a close third but I did have a spot of bad luck in one heat. While I was having a terrific dice with Olsen, my chain flew up my backside. Now I stand up for all my meals. Even so, third was pretty good in this company. The field included twice world champion Ronnie Moore, the Australian champion Jim Airey (flown out specially for the contest) and the top scoring Englishman from the third test, Bob Kilby — as well as Mauger and Olsen. You would have to go a long way to find a stronger field than that.

I had a lot of difficulty with the elastic start and I was not alone. This reminds me of another pet subject. It should be compulsory for all licensed speedways to have electric starting gates which go up. With the elastic tape, the rider on the inside can often get himself all tangled up if he is off the line smartly.

The races for the Champion-of-Champions were decided over six-man heats. After racing all the time in four-man races, I found life a bit hectic with six of the best riders in the world all diving into the first corner together.

When I first came out to New Zealand it was for what I thought was a holiday with a little bit of testing thrown in. I had plenty of time on my hands at first and so sent for my wife, Junie, to fly out from England. She no sooner arrived than I find I have a full book. The thought of watching me race for the next seven nights in succession is not her idea of a holiday in the sun.

My New Zealand visit ends with a big international at Templeton in my home town. Ivan Mauger and Ronnie Moore will be there as well as Liverpudlian Lion Chris Pusey, Scotsman Bert Harkins and Australian Phil Crump. That's some field. To win this would be a real feather in my speedway bonnet. Where's that can of nitro?

Addenda

I waited so long to post this that I have the results of the final test against the British Team at Wellington. New Zealand won comfortably with Ivan getting a maximum 18 points. England's top was Eric Broadbelt with six second places for a 12. I dropped another chain (a back this time) 50 yards from the finish while leading so this spoiled my maximum.

I'll have to take some lessons in chain links.

Bye,

Barry Briggs.

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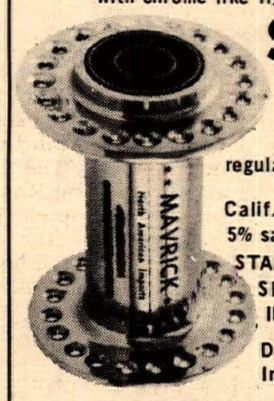

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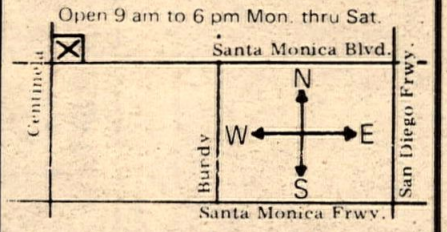

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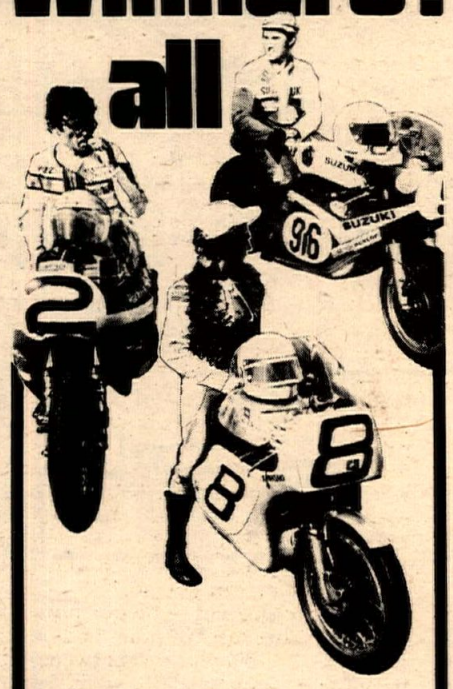

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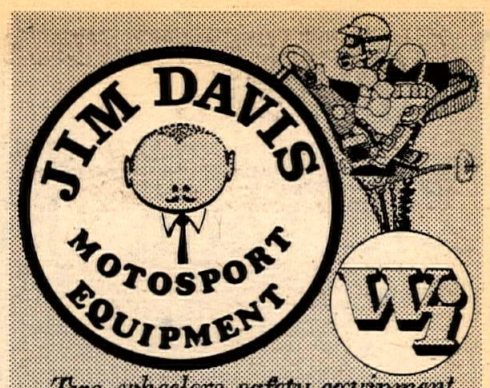

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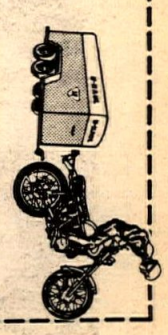


How the Ugly Duck met NEW PRODUCTS and soon thereafter became known as 'bitchen.'

Bits of wood crate lay scattered about as the last of a group of Anatidae 450s emerged from their wood and plastic coverings to take form as motorcycles.

"At last," said the proprietor. "Buy my Lord, this last one is so ratty looking. But what the heck, I'll give them all a try."

After a few loops around the field back of the shop on each bike, the proprietor moved them all into his showroom for display. All the bikes received a warm reception by his customers, except for the Ugly Ducati that is. Everyone was quite put off by it. "Look, the cylinder head doesn't look right, the exhaust pipe doesn't look right, what kind of Ducati is this?" Even the MotoIslo 100 in the corner laughed at him.

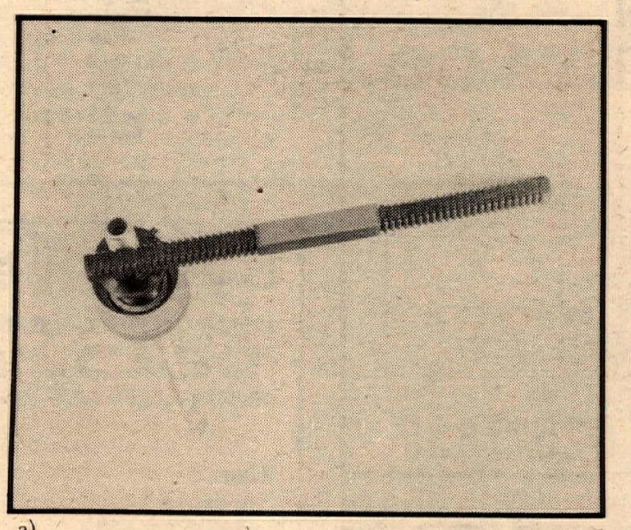
One night the ugly Ducati became fed up with all this and snuck out the back door of the shop. The next morning the proprietor was miffed at first, but then he decided that at worst someone had saved him the trouble of junking it.

The ugly Duck wandered about aimlessly unitl he came across two Yamahas. Maybe they would let him run with them. But before the duckling could get started the two Yamahas took off, with a great scream from their exhaust pipes.

Startled, the ugly Ducati fell into a puckerbush, and then he saw the reason for the commotion. The BLM helicopter was closing in on the Yamahas and they hadn't any Green Stickies. The helicopter caught one Yamaha, and the Ducati huddled in the bush. But he had little to fear, for even when a BLM officer found him in the bush, he just passed the Ducati off as an "old piece of junk someone abandoned."

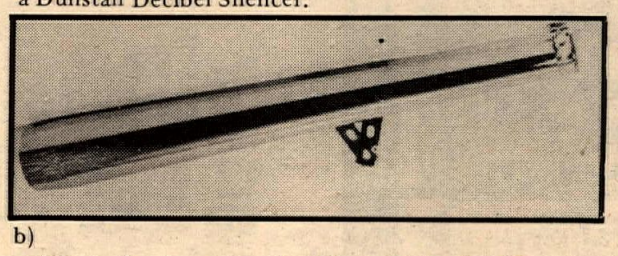
That night the BLM officer sat with his family at the dinner table and related the tale of the old junk motorcycle. Though no one noticed, the officer's son's ears perked up a fair bit, and low and behold, the next night that old Duck found its way into the boy's club house in the woods.

Like anyone with a first motorcycle the boy lavished over the Ducati, polishing and cleaning. And Ducati thought, "Thank goodness, I've finally found a home. The boy even took a special file that he found in his dad's tool box and repaired the threads on the Duck's axle, which had been damaged falling into the pucker bush.



a)

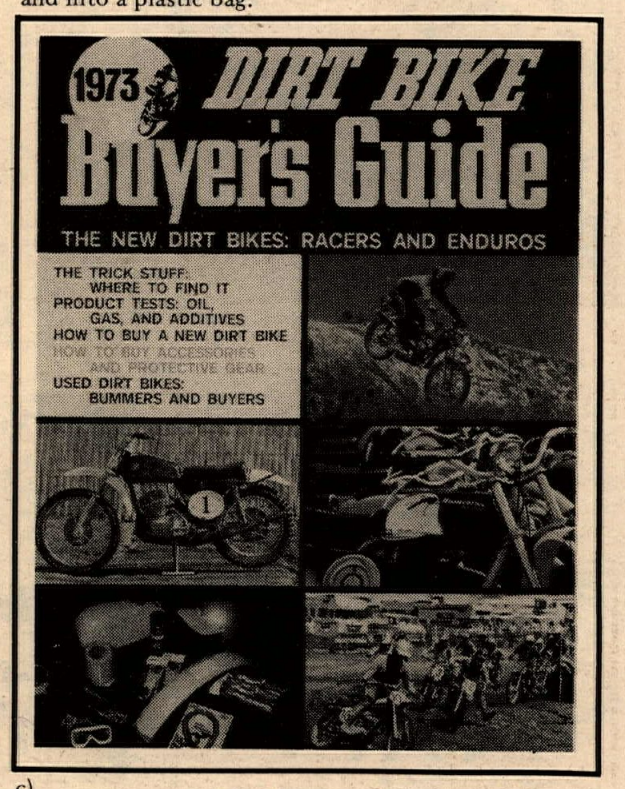
The boy could only ride the Ducati around in the woods when his parents were gone, for fear that they might hear the ole' thumper. So the boy decided to get a special muffler for the bike so his parents couldn't hear it. Since the nearest shop happend to be a Norton dealer, sure enough, the boy ended up with a Dunstall Decibel Silencer.



b)

When the boy put the silencer on the bike, it wasn't much quieter, it didn't run to good, and the sound was pretty horrible, but at least it was shiney.

By now the boy was getting really interested in accessories, so he went out and bought himself a copy of the "Dirt Bike Buyer's Guide." Now, in his house a DBBG was something like having a copy of "Man and Woman." Now, for that matter anything with obscene looking guys lying on waterbeds might be nasty in anyone's family. Nevertheless, the "Dirt Bike Buyer's Guide" found its way out to the club house and into a plastic bag.



c)

When the Ducati started to run low on oil he ran down to the nearest gas station and got a quart of Chevron Super Red, cause they said it was good for motorcycles. "Yeah, and we won't have it much longer on accounta' the fact that someplace called Pacific Customs is gonna be selling it." Miraculously enough, the Ducati *loved* the Super Red and ran so much better than on the Mohawk 10W-30.

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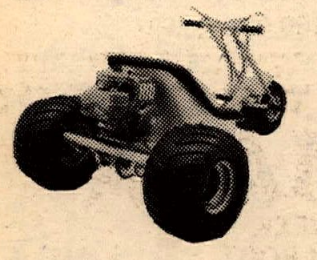

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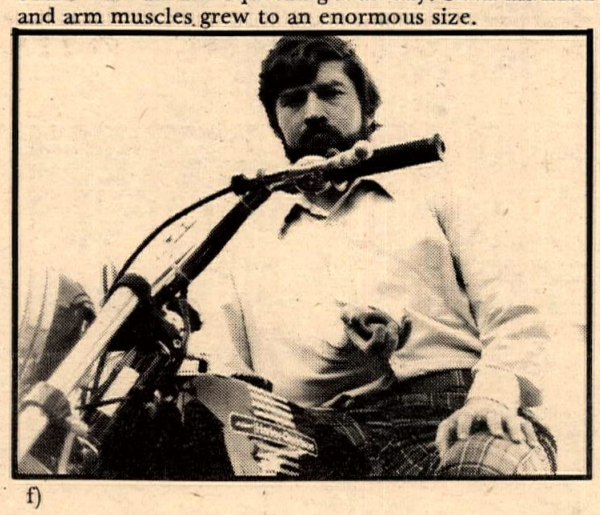
d)

Slowly but surely, that shiney new silencer on the Ducati started to get dinged up by logs and the boy became much consternated over the problem. One of his friends told him that he needed a bash plate. The "Dirt Bike Buyers Guide" didn't have a bash plate for an Ugly Ducati, but he found out that he could get one that weighed only four pounds, made out of aluminum, for only $34.95 plus tax & license. So away he sent.

e)

Much to the boy's surprise, the bash plate even fit. That was amazing considering that it was designed for a prototype Japanese bike.

The only problem left to the boy was staying in shape when he couldn't ride. Then he discovered these rubber rings called "Green Zonkers." He told his mother that it was a dog toy and that way he could walk around squeezing it all day. Soon his hand and arm muscles grew to an enormous size.



f)

All things went well and the Ducati was happy and each day was filled with new adulation. Like some wise man once said, "All this will come to pass." And sure enough, it did. One day the boy's father discovered the Ducati and was furious. It was an incredible threat to his reputation. That Duck fled rapidly, only narrowly avoiding harm.

Wandering aimlessly out over the hills, with a tear running down his fork leg, the Ducati bemoaned his fate. Nothing ultimately good could ever seem to come of his life. As he followed fire roads over ridge after ridge, he reminisced about the good times and contemplated his future. As he crested the top of an especially large ridge, he spied a large number of bikes running below on a closed course. Maybe someone there would at least offer him some gas and oil.

Upon entering the parking area he noticed a large quiet descending upon the area. His past failures crept back into his mind and again he feared rejection. For the longest time there was only silence and just as he was ready to run and leave he heard a stuttered, raspy voicee whisper the words, "Oh my Lord, it's the new Honda two-stroke." "Those things aren't supposed to be here for months. Darn, I'll bet it's really bitchin'."

"Wow, let's give it a try! Me first."

And so a seemingly endless time of plenty set in for the Ugly Ducati. Every weekend he would lead the pack around a motocross course. Only occassionally would he think back on the time when some careless packing agent switched the shipping tags on his crate, causing those long, long months of misery.

And he lived happily everafter!

1) METRIC THREAD FILE: Pierlot Automotive Tools, 716 Vesta St., Inglewood, Cal. 90302.

b) DUNSTALL DECIBEL SILENCER (is actually right efficient on a Norton): Paul Dunstall Organization, 156, Well Hall Rd., Eltham, London, SE9 6SN. Or try your Norton dealer.

c) DIRT BIKE BUYER'S GUIDE, available on newsstands, in Venice, Cal. or from Highly Torqued Publications, 16200 Ventura Blvd., Encino, Cal. 91316.

d) SUPER RED OIL, Pacific Customs sells it and welcomes dealer's inquiries at 2301 San Fernando Rd., Burbank, Cal. 91504. We recommend them.

e) BASH PLATE (is actually for the new Honda Elsinore): Fabrication, 635 Crestmoore Pl., Venice, Cal. 90291. 5052 Aluminum and covers it all. 821-3693.

f) GREEN ZONKER: Only $1.29 and write to Walt Stucker, Box 445, La Mesa, Cal. 92041.

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Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT

Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY

MORENO VALLEY M.C. Beginners and Juniors Motocross, Gate $2.00, Entry $4.00, Sign in 7:30, Race 9:30. All classes. 33% Trophies. De Anza Cycle Park, 3 miles past Sunnymead on U.S. 60. Take Theodore offramp to Ironwood and follow signs. Information: 714/653-2633.

FIRST & THIRD SUNDAYS

Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy I-15. Take Minneola offramp. Limed. 8am sign up. 10am race. $3.25 ride. $1.50 and 75¢ watch. Primitive camping. Fishing. For info, call 714/252-2070.

EVERY SUNDAY

CRA Motocross at De Anza Cycle Park 10 Miles East of Riverside on U.S. 60 — Take Theodore Off-ramp. All classes including Minis. Sign 7, practice 8, race 9. $2 Gate, $4 Race. Minimum 33% trophies. CRA Information (714) 849-8481.

EVERY SUNDAY

Motocross racing at Arroyo Cycle Park. Gates opens 7 a.m., practice 7:30, race at 9:30. Call 714/887-2714 for information.

EVERY SUNDAY

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

EVERY SUNDAY

Motocross racing at Arroyo Cycle Park. Gates open 7 a.m., practice 7:30, race at 9:30. Call 714/887-2714 for information.

USMRC EVERY FRI. NIGHT

El Toro Speedway. USMRC Required ($5). Cash for Experts. Trophies for Juniors and Intermediates. Pit Gate opens at 5 P.M. Practice at 6 P.M. First Race at 7 P.M. Further Info.: (714) 621-3264, (714) 830-8050, (714) 629-0987.

NATIONWIDE CALENDAR

March 18

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. New Orleans, Louisiana. Purse: $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Charlotte, N.C. Purse: $1,800.

ASCOT 100 LAP TT, Gardena, Calif.

March 19

DEL WEBB DESERT RACE (MINT 400), near Las Vegas, Nevada. Mint Hotel, Las Vegas, Nev., 89101.

March 25

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Memphis, Tennessee. $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Houston, Texas. $1,800.

March 31

ISDT QUALIFYING, two day qualifying trials, Fort Hood Dirt Riders, PO Drawer A, Fort Hood, Texas, 76544.

AHRA FUEL AND GAS DRAG BIKE NATIONAL, Beeline Dragway. $4,600 purse Scottsdale, Ariz.

April 1

AMA NATIONAL ROADRACE, Dallas, Texas, $25,000 purse.

RED GARTER NATIONAL ENDURO, Dirt Diggers. 125 mi Randsburg, Cal.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Sligo, Kentucky. $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Ariz. $3,000.

April 7

ISDT QUALIFYING, two day qualifying trials. Midwest Enduro Team, Potosi Stump Jumpers, 106 E. High St., Potosi, Missouri 63664.

April 8

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Washington, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. San Bernardino, Cal. $1,800.

AMA PRO HALF-MILE, San Jose Fairgrounds, San Jose, Cal. $1,200. Start: 2:15, watch $4. 295-3050.

April 15

AMA NATIONAL ENDURO, Toledo, Ohio. 100 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Bloomington, Indiana. $2,000

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Santa Maria, Cal. $1,800

April 22

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Butler, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Livermore, Cal. $1,800

April 29

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Medford, Oregon. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Canal Fulton, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lawrence, Kansas. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Whitney, Texas. $1,800

May 6

AMA NATIONAL ENDURO, Shelby, Ind. 150 miles.

AMA NATIONAL ROADRACE, Ontario, Cal. $25,000 purse.

AMA NATIONAL MOTOCROSS, Hialeah, La. $5,000 purse.

AMA NATIONAL MOTOCROSS, New Orleans, La. $5,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Laurelville, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Portland, Oregon. $1,800

May 12

ISDT QUALIFYING ROUND, Motorcycle Activities Club, Box 652, McMinnville, Ore., 97128.

May 13

HALF-MILE, San Jose, Cal. $12,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Youngstown, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Puyallup, Washington. $1,800

May 19

ISDT QUALIFYING ROUND, Pacific Northwest Trails Assoc. Box 131, Weston, Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virgina. 150 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Salt Lake City, Utah. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Pocono, Pennsylvania. $1,800

AMA NATIONAL MOTOCROSS, Memphis, Tennesse. $5,000 purse.

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

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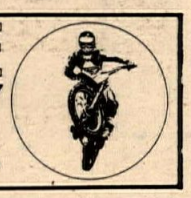

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Manager receives % of profits

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CONTINENTAL MOTO-SPORT CLUB

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	8 — Carlsbad
	15 — Saddleback
	22 — Indian Dunes
	29 — Carlsbad

SILENCERS MANDATORY. $5 mail, $10 post for Jr/Inters; $10 mail, $15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.

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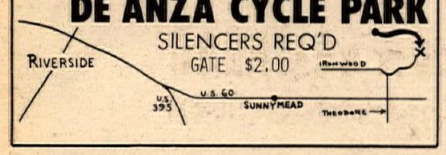

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Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

RAWHIDE PARK ELSINORE MOTOCROSS
Mar. 25
Freebie — $2.00 racers & spectators
Apr. 1
Apr. 22
May 6
40% TROPHIES
Beginners-Novices-Intermediates
Seniors-Powder Puff-Mini-Oldtimers
2½ miles east from Hwy. 71-74 —
840 acres of family fun & motocross —
Open 7 days a week —
Course under sprinklers —
(213) 921-5466
$6.00 Post Entry

AMC WIN A TOUR TO EUROPE MARCH 25TH SADDLEBACK PARK

Calendar listings are a free service of Cycle News to the motorcycle enthusiasts of the Western USA. Cycle News cannot be responsible for changes or cancellations by promoters. Participants and spectators are advised to verify information regarding events by phone or checking paid advertisements. Promoters must submit listings, cancellations and date changes in writing. Information regarding your club's event must arrive at Cycle News by noon on Thursday to be published in the upcoming issue. No calendar items will be accepted by phone. Write: Calendar Editor, c/o Cycle News, Box 498 Long Beach, Ca., 90801.

TUESDAY, MARCH 20

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, MARCH 21

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, MAR. 22

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 23

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNIEVEL JUMPS, at the Chicago Amphitheatre.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex Sign: 4:30, prac: 6, race: 7. 714/830-8050.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

SATURDAY, MAR. 24

AME DOUBLE CROSSER'S MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. $5 mail, 7 post to DCMX, 1313 W. Jacaranda Place, Fullerton, Cal. 92633. 714/525-2163.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int: Sr; Mini; Oldsters: PP. Sptsmn: $5 mail, $10 post. Sr: $10/$15 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

MOTOCROSS, Edwards AFB. High points trophies each 3 motos. No cards. $2.50 ride watch free. Overnight camping if you call Chuck at 805/258-6864.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

GREAT BEAR GRAN PRIX, Riverside Rcwy, Riverside, Cal. Mail $10 to Great Bear Gran Prix. Box 6026, Orange, Cal. 92667. Post: $100. Watch Sat and Sun for $4. 100 mi.

HALF-MILE AND TT, HRA, 395 Cycle Park, Adelanto, Cal. No memb. Sign: 8:30. Gate: $1.50, enter: $2.50. Silencers. 714/246-6109.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

MARATHON, Fremont Rcwy. Open: 8:30 (yawn), 125: 9:30, 250: noon, Open: 2:30. $6 enter, $1 watch. 415/327-4461.

SUNDAY, MAR. 25

AME MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptmn: $5 mail, $10 post. Srs: $10/$15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922.

MOTOCROSS, Rawhide Park, Elsinore, Cal. Free $2 total price. Camping. 213/921-5466.

MOTOCROSS, Pleasant Valley Rcwy., Coalinga, Cal. Enter: $3, watch $1. AMA double pointer. Sign: 7, prac: 8, race: 9:30. 209/998-7727.

PNTA CHAMPIONSHIP TRIAL, Dayton, Wash. 1001 SW 102nd, Seattle, Wash. 98146. 206/762-6992.

CRA MOTOCROSS, De Anza Park, US 60 approx 10 mi E of Riverside, take Theodore off ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

CRC MOTOCROSS CARLSBAD, Carlsbad, Cal. 40% trophies to starters. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 714/688-1291 or 213/830-7519.

CRC ENDURO, Lucerne Valley. Beg; Nov; Int; Ex; Young; Old; PP; Mini. Mail $8.50 to 6625 Dorinda, Riverside, Cal. 92503.

ROUGH WINTER SCRAMBLES, 3800 Dept Rd., Hayward, Cal. Sign and prac: 9, race: 12. Rain or shine. Ride or watch: $2.50, $1 for 2nd motor. 783-9922.

CMC MOTOCROSS, Indian Dunes, Valencia, Cal. Sptsmn: $5 mail, 5 days prior to Box 1402, Costa Mesa, Cal. 92727. $10 post. Ex: $10 mail, $15 post. Gate 6:30, prac: 7:30, sign: 8:30, race: 9.

AFM ROAD RACE, (OCIR Rcwy. Pre: $10, post: $12, plus $5 for extra class, $15 sidecars to AFM 2754 Monterey Rd., San Marino, Cal. 91108. 213/799-3237.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. (part of the win a trip series). $5 mail to AMC, box 663, El Toro, Cal. 92630. Post: $10. AMC membership.

$1000.00 CASH MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. Jr. Contingencies, 3rd qualifiers in Big Easter Series. Jr. 125-250-500 $10.00. Sr. 125-250-500 $15.00. Info: (213) 980-1143 or (805) 529-9546.

CMC MOTOCROSS, Sunnyvale PAL, N on Mathilda off 101, ½ mi past Lockheed Plant. Jr: $6 mail, Sr: $10 to Box 1348, Cupertino, Cal., 95014. Post: $8/$15. Open: 6:30, prac: 7:30, race: 9, sign by 8:30. 408/226-7265.

MOTOCROSS, limed from center of Carson City to Main intersection off Hwy 50 then 4 mi toward Virginia City, then left. Tahoe/Carson MC. Sign: 6, prac: 7:30, race: 9. 3 motos. Ride: $4, watch: $2. PP 125 class.

CRC FAMILY ENDURO, Lucerne Valley. 75 mi easy ones too. Beg; Nov; Young; Old; PP; Mini. 20% trophies and finisher pins. Send $8 and two SASE to CRC, 6625 Dorinda, Riverside, Cal. 92503. 714/688-1291.

MAYNARD'S MOTOCROSS, Escape Country. $5 memb. Sptmn: $2 pre, $5 post, Ex: $10/$15 to Robinson Ranch, Trabuco Canyon, Cal. 92678. Drawing for Yam 80. Open: 7, prac: 8, sign by: 8. 714/586-7964.

MOTOCROSS, Marysville, 12 mi E on Hwy 20. Sierra Mesa Rcwy. Yuba Sutter MC. Sign: 6:30, prac: 8, race: 9:30. Ride: $4.50, watch: $2. 916/673-7767 or 743-4224.

CMC MOTOCROSS, Carnegie Park, Livermore, Cal. Jr/Int mail $6, Sr: $10 to Box 1348, Cupertino, Cal. Post: $8/$10. Watch: $2.50. Open: 6:30, prac: 7:30, race: 9:30. 408/226-7265.

AMRA MINI CYCLE RACES, Indian Dunes, classes by age and hp. $3 memb, $4 non. Sign: 8, prac: 9, race: 10. 805/259-8007 or 213/362-2515.

D-36 SCRAMBLES, Pioneer Rodeo Grnds, Oakdale, Cal. Oakdale M.C. Sign: 8, prac: 9, race: 12. $2.50 ride or watch. 209/869-1457.

POKER RUN, MRA at Dick Allen Yamaha, Newhall, Cal. Street legal. Mail $7 to Box 174, Newhall, Cal. Sign: 8 am, post: $10. 20% trophies and 100% pins. 805/259-8007 or 213/362-2515.

WIDOWMAKER HILLCLIMB, Bees MC. At State Prison exit from I-15. New hill. 100/125/200/250/Open mufflers, $2 mail to Bees MC, Box 46, West Jordan, Utah 84084. $10 post. No AMA.

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES

SUNDAYS
Beginners, Juniors,
Intermediates, Seniors
Plus
Old Timers & Powder Puff

Mar. 25 — Arroyo*
Apr. 1 — Carlsbad — Euro Trk*
Apr. 8 — Indian Dunes, Shd, Glen*
Apr. 15 — Rawhide Park*

*Series points earned

SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.

MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
(213) 675-1922 or 545-1360

★★★★★★★★★★★★★★★★★★★★

SPILLWAY
CYCLE PARK
A.M.E. sanctioned M.X. 1st. Sun. each month. Mail entry to Spillway, Santa Maria, Calif.

CRC california racing club
membership not required

motocross

Trophies to 40% of entries awarded same day. Results after each moto. Gate open 7:00; Practice 8:00; first race 9:30.

NO MAIL ENTRIES FOR MOTOCROSS

SUNDAY MX
MAR. 18
INDIAN DUNES

Mar. 25 — Carlsbad
Apr. 1 — Deadman's Point
Apr. 8 — Rawhide

EVERY SATURDAY
MX AT ARROYO
Mar. 24
Mar. 31
Apr. 7

desert

FAMILY ENDURO
75 Easy Miles
MARCH 25
Timekeepers Course — Lucerne Valley — Flip Cards — Finisher Pins + 20% Trophies. 16 & +35, Father/Son, Husband/Wife, Buddy. A B & C Riders Welcome. 100% Finisher Trophies to P.P. & Minis. Send $8.00 & 2 S.A.S.E. to CRC, 6625 Dorinda, Riverside, CA 92503. Mail Entries close Mar. 17.

EUROPEAN SCRAMBLES
40% Trophies
50% Cash to Experts
APRIL 1
ARROYO PARK

grand prix

DEADMAN'S POINT
APRIL 15
100% FINISHER TROPHIES
Top 10% Receive
Championship size trophies.
Mail Entry $8.00. Send two self addressed stamped envelopes to CRC, 6625 Dorinda, Riverside, CA 92503. Entries Close Apr. 7.

Post Entry $10.00
Spectators $1.50

Concessions, FREE Camping, Ambulance
SEE THE WESTERN SHOOT-OUT AT HIGH NOON

Beginners — Novice — Intermediate — Expert — School Boy Class (under 16 yrs old) — Oldtimers — Mini — Powder Puff

CRC (714) 688-1291 (213) 830-7519
6625 dorinda, riverside, california 92503

PLEASE TYPE OR PRINT LEGIBLY

Date _____
Type of event _____
Sanction _____
Location _____
What time _____
Entry fee _____
How to get there _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.

Cycle News CALENDAR
P.O. Box 498, Long Beach, CA 90801

Additional information _____

CLIP AND MAIL TODAY!

MOTOCROSS, Seaview Park, Salton Sea, Cal. Enter: $3.50, watch: $1.50. Prac: 7:30, race: 9. Take Hwy 111 from Indio toward North Shore left on Cleveland St. 714/347-3185.

TUESDAY, MARCH 27

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, MARCH 28

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

SPORTSMAN SHORT TRACK, Dallas International Spdwy, Dallas, Texas.

THURSDAY, MAR. 29

AMA PRO SHORTRACK, Dallas, Texas.

FRIDAY, MAR. 30

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

MARATHON, Champion Spdwy, across from Candlestick Park, S.F. Open: 8:30, 125-9:30, 250-Noon, Open-2:30. $6 enter, $1.50 watch. 415/327-4461 or 961-5807.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

3rd ANNUAL MOTO-CRAWL, Crested Butte, Colo. Starts: 4. Write: CBMCA, Box 182, Crested Butte, Colo. 81224. 303/349-5308.

SUNDAY, APRIL 1

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. $2.50 ride or watch. 209/537-6206.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prace: 7:30, sign: 8:30, race: 9. 100% back to Srs.

ACE MOTOCROSS, Indian Dunes. Beg/Jr 40% trophies same day. $5 mail, $10 post to Box 174, Newhall, Cal. Minis/Oldsters. 805/259-8007 or 213/362-2515.

TRIALS, Scottish 4th Annual SDTR, Four Corners Park, Barona, Cal. Enter: $4, Sign: 7:30. 10th St, limed from Barona, 8 mi to 4 Corners. Mufflers and arrestors. Camping.

MOTOCROSS, somewhere btwn Salinas and Gilroy on Crazy Horse Cnyn. Rd. Riders Unltd. MC. Mail: $4 to Riders Unltd., 622 Cree Dr., San Jose, Cal. 95123. Post: $6. Sign: 7, prac: 7:30, race: 9. 408/296-1371 or 379-7224.

MOTOCROSS, Deadman's Point, Apple Valley, Cal. Open: 7:30, race: 10. Gate: $2, enter: $3, Sr: $10 & 100% back. 714/247-7473.

PONDEROSA HARE SCRAMBLES, Greyhounds MC, 15 mi E of Lancaster on Ave J. Start: 10am. 50% trophies. Drawing for helmet. 213/367-2907 or 324-4747.

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

TECATE 500, starts in Tecate. It's an Enduro. $30 entry includes lunches, gas, insurance. 2 days to San Felipe and back. Call 444-6362 or 448-7230.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

April 7 & 8

HANGTOWN MOTOCROSS, Plymount, Cal. $6,000 purse. Sptmn: $6 mail, Pro: $15 to DDNMC, Box 338, Orangeville, Cal. 95662, by March 13. Sptmn. on Sat, Pro on Sun.

SUNDAY, APRIL 8

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $10 post, Srs: $10, $15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Gate: 6:30, prac: 7:30, sign: 8:30, race: 9. 213/675-1922.

CMC MOTOCROSS, Oasis Rcwy, Hwy 20 btwn Clearlake and Williams in Lake County. Sign: 7, prac: 8, race: 10. Watch: $2, ride: $5. Ex: $10. CMC: $7. 707/274-1167.

CMC PRO HILLCLIMB, Pt. of the Mountain Rcwy., I-15 btwn Draper and Lehi, Utah. PMR license. Pro (Expert) only. Terry Larson 6416 S. 1140 West, Murray, Utah 84107. 801/266-4704.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptmn. mail $5, Sr; $10 to 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922.

D-37 HARE AND HOUND, limed from Y Cafe, Lucerne Valley. Antelope Ramblers. Start: 9, Enter: $5.50. Pins, rescue 3, 2 loops, 90 mi. trailbikes all the way.

MOTOCROSS, Osteens Park. Beg/Jr/Oldsters. 40% trophies same day. $5 mail, $10 post to Box 174, Newhall, Cal. 805/259-8007 or 213/362-2515.

GRAND PRIX, Bartley, Nebraska. 4 classes, 9 mi course. Enter: $5. Sign: 11:30, race: 1:30.

AMRA MINI CYCLE RACES, Indian Dunes, classes by age and hp. $3 memb, $4 non. Sign: 8, prac: 9, race: 10. 805/259-8007 or 213/362-2515.

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

PNTA TRIAL, Bellingham, Wash. 1001 SW 102nd, Seattle, Wash. 98146. 206/762-6992.

PRO HALF-MILE, Santa Clara Fairgrounds, San Jose, Cal. $1,200 Purse. Nov/Jr/Ex.

$1000.00 CASH MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. Jr. Contingencies, 4th and final qualifier for Big Easter Race; Jr. 125-250-500 $10.00. Sr. 125-250-500 $15.00. Info: (213) 980-1143.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

FAMILY POKER RUN, Boulder Ave off ramp, Stoddard Wells area. Limed (BLM okd) Scholarship Benefit. San Berdoo fir ladies Aux. Enter: $3.50. 714/886-4024 or 889-8421.

AMA PRO QUALIFIER. Only So. Cal. qualifier. Enter through AMA, Arroyo Park, Devore, Cal.

CRA MOTOCROSS, DeAnza Park, US 60, about 10 mi E of Riverside, take Theodore ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. Mail $5 to Box 663, El Toro, Cal. 92630. $7 membership, $10 post. Open: 6:30, prac: 7:30, race: 9.

CRC MOTOCROSS, Rawhide Park, Elsinore, Cal. Start: 9:30. 40% trophies same day. Beg; Nov; Int; Ex; Young; Old; PP; mini. 714/688-1291 or 213/830-7519.

TUESDAY, APRIL 10

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 11

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, APRIL 12

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, APRIL 13

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex. Sign: 4:30, prac: 6, race: 7. 714/830-8050.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

ASCOT HALF-MILE, Ascot Park, Gardena, Cal.

EVEL KNIEVEL JUMPS, at the St. Paul, Minnesota, Civic Center.

SATURDAY, APRIL 14

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

EVEL KNIEVEL JUMPS, at the Michigan State Fairgrounds, Detroit, Michigan.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex Sign: 4:30, prac: 6, race: 7. 714/830-8050.

MAR. 31st & APR. 1st

CORONA GRAN PRIX, Corona Raceway, Corona, Cal. On a new 4 mi course. All kinds of festivities and falderall. 100% payback to Srs., 100% trophies.

MOTOCROSS, 2300 S 5600 West, Salt Lake City, Utah. Nov on Sat. Am/Ex Sunday. CMA 100/125/200/250/Open.

SATURDAY, MAR. 31

DRA BAKER TO VEGAS HARE HOUND, Beg/Nov. Post entry: $20. No more mail. Nov start: 9am, Beg: 9:30, limed from Baker, Cal.

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CERA ENDURO, North of Barstow. Sportsmen MC. $7 mail, $8 post, plus $1 team. A, B & C riders, all classes. 714/735-4641.

CRC EURO SCRAMS, Arroyo Park, Devore, Cal. 40% trophies. Beg; Nov; Int; Ex. No memb. Young; Old; PP; mini. 714/688-1291.

MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. 100% payback to Sr. plus 10% bonus to 1st overall each class. 40% trophies same day to Beg, Jr, PP and minicycles. Enter 12-4 Sat, Sun 7-8:30. Mini $5: Beg; Jr; PP $7. Sr. $10. Info: (213) 980-1143 or (805) 529-9546.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

MARATHON, Santa Clara Fairgrounds, Tully Rd. off Hwy 101. Open: 8:30, 125: 9:30, 250: noon, Open: 2:30. Enter: $6, watch: $1. 415/327-4461 or 961-5807.

TT SCRAMBLES, Corona, Cal. Sandak Racing Assoc.

D-37 MOTOCROSS, Elsinore, Cal. Jackrabbits MC. Prac: 7:30, race: 9. 25% trophies. Mail $5 to Art Porter, 147 W 234th Pl., Carson, Cal. 90745. Post: $8. 213/549-4129.

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg/Nov/PP/Mini. Sign: 7, race: 9. $6 post. 921-5466.

CRC MOTOCROSS, Deadmans Point. 40% trophies to starters. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 714/688-1291 or 213/830-7519.

MARATHON, Santa Clara Fairgrounds, Tully Rd off Hwy 101, San Jose. Open: 8:30, 125: 9:30, 250: noon, Open: 2:30. Enter: $6, watch: $1, 2 man, 2 hour.

ACE MOTOCROSS, Indian Dunes. Sr: $10 post. Others: $5 mail to 28700 Henry Mayo Dr. Valencia, Cal. 91355. $8 post. Int: 50% cash, Sr: 100% cash, 40% trophies to others. 9:15. 805/259-8000.

D-37 HARE & HOUND, limed from Red Mountain, Cal. Points, pins, Rescue 3. 2/40 mi loops. Trail Nov 1 loop. Start: 10. Enter: $4.25 plus BLM. Invaders MC 213/766-5737 or 981-7781.

NATIONAL RED GARTER ENDURO. $7.25 plus 1 for each team memb. 213/988-1084. Not street legal, no spark arrestors. Located near Randsburg.

CMC OREGON HALF-MILE, Fox Hollow, Woodburn, Ore. Turn East at stoplight on 99E in Woodburn, go 2 mi to Elliott Prarie Rd, turn left. CMC license, silencer and 3 plates. 503/634-2612.

AMC MOTOCROSS, Arroyo Park, Devore, Cal. (part of the win a trip series). $5 mail to AMC, Box 663, El Toro, Cal. 92630. Post: $10. AMC memb.

CENTENNAIRES CMC TRIAL, write: 951 No. 1 Road, Richmond, B.C., Canada. Phone: Kelvin Marshall: 604/277-8978.

PNTA CHAMPIONSHIP TRIAL, Portland, Ore. 1200 SE 32nd, Hillsboro, Ore. 97123. 503/648-4368.

CRA MOTOCROSS, DeAnza Park, US 60, about 10 mi E of Riverside, take Theodore ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

D-37 MOTOCROSS, Elsinore raceway Cal. Jackrabbits MC. Prac: 7:30, race: 9. Mail $5 to Art Porter, 147 W. 234th Pl., Carson, Cal. 90745. Post: $8. 213/549-4129.

TUESDAY, APRIL 3

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 4

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, APRIL 5

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

SAN FRANCISCO MOTORCYCLE SHOW, Brooks Hall, Civic Center. Box 5945, San Francisco, Cal., 94101.

FRIDAY, APRIL 6

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

ASCOT HALF-MILE, Ascot Park, Gardena, Cal.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMDRA DRAGS, Orange County International Rcwy, Irvine, Cal.

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex Sign: 4:30, prac: 6, race: 7. 714/830-8050.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

SATURDAY, APRIL 7

SRA CALIFORNIA CITY GRAND PRIX, 90 miles of city streets and cross country on an 18 mi course. All classes. Pins and 20% trophies. 213/320-1015.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

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March 24
April 7
April 14
April 21

Silencers Mandatory, All classes. $5. Mail — $7 Post, A.M.E. membership required. Yearly points earned every Sat. No post entry fee to new members that join at track. Gates open 6:30 practice 8 first race 9am.

MAIL ENTRY TO
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SAT MAR 24

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P.O. Box 663, El Toro, Ca. 92630

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 40% trophies same day. Young; Old; PP; Mini. No mem. 714/688-1291 or 213/830-7519. $5 post.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

April 14 & 15

URA LAME DOG ENDURO, Desert Center, Cal. (about half way btwn Indio and Blythe). About 250 miles in two days. Pins and trophies. Mail $13.50 to URA, 6600 Gerald Ave., Van Nuys, Cal. 91406. $15 post. Teams add $2 per rider. Sidehacks. Overnight near Needles. 213/787-5208 or 988-2967.

ALL ROAD TOUR, California 1,000. By HD of LA. Trophies and pins. 2531 S. Main St., LA, 90007. 213/RI9-6235.

SUNDAY, APRIL 15

SAWMILL ENDURO, Upper Lake, Cal. ORV Reg or 3 dipl. classes. PP, free gas, Start: 7:01. Enter: $7, $3 for 3 man. Send to North Bay MC, 415 Davis St., Santa Rosa, Cal. 95401. D-36.

SIERRA 100 ENDURO, 25 mi W of Coalinga and 20 mi E of Kettleman City, Cal. Enter: $7 plus BLM $1. 100 mi. Mail to Sierra Enduro, 1720 Jennings Ave., Madera, Cal. 93637. 209/7160.

Changed to May 27

SCRAMBLES, Cycleland Spdwy. 14 mi S of Chico, Cal. Sign: 10, prac: 11, race: noon. 916/342-9302.

ACA ROAD RACE, Riverside Rcwy, Riverside, Cal. Sign: 8:30, prac: 10. $8 pre to Suite 321, 106 N. Claudina, Anaheim, Cal. 92805. $15 post. 714/774-3222.

AMC MOTOCROSS, Carlsbad, Cal. (part of the win a trip series). $5 mail to AMC, Box 663, El Toro, Cal. 92630. Post: $10. AMC membership.

CMC MOTOCROSS, Oasis Rcwy, Hwy 20, between Williams and Clearlake in Lake County. Sign: 7. prac: 8, race: 10. $2 watch, $5 for Nov/Am & $10 Expert. $7 memb. Subscription to throwaway sheet with each membership. 2/30 min motos. 707/274-1167.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

MOTOCROSS, McGill Park, Rancho Cordova, Cal. Penton Series. Write: 13300 White Rock Rd., Rancho Cordova, Cal. 95670. 916/351-0271.

SCRAMBLES, Cycleland Spdwy, 10 mi S of Chico, Cal. Sign: 8-9, prac: 9, race: 11. 916/342-9302.

MOTOCROSS, Norfolk, Nebraska. From Hoskins go 1 mi E and ½ mi S. Prac: 11, race: 1:30. Gate: $1.50, enter: $1.50. 125/250/Open.

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Beg/Jr. CMC license. Mail $6, post $8. 916/351-0271.

FRIDAY, APRIL 20

AMA PRO TT, 13500 SE Lawnfield Rd., Clackamas, Ore., 97015. Sign: 6:30, race: 8. $1,500 purse. OSMC. 659-1022.

SATURDAY, APRIL 21

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

SUNDAY, APRIL 22

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg/Nov/PP/Mini. Sign: 7, race: 9. $6 post. 921-5466.

HARE SCRAMBLES, Carson City, Nev., off 395 at Snider Ave. D-36. Mail $5 to SJMC, 2661 Toreno Way, Rancho Cordova, Cal. 95670. Post: $7. Start: 11. 916/363-6784.

SATURDAY, APRIL 28

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

KEEP AMERICA BEAUTIFUL DAY, AMA supported clean up day.

SUNDAY, APRIL 29

D-35 MOTOCROSS, Lake Madera, take Cleveland exit from 99. Minis: $3, bikes: $5. 209/674-4042.

MINI CYCLE GRAND PRIX, Indian Dunes. 2 mi course. 30 mins. 0-60 stock/mod. 0-80 stock/mod. 0-115 Open. PP and school boy. 100cc to 14. $6 mail, $10 post to Box 174, Newhall, Cal. 91321. 805/259-8007 or 213/362-2515.

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Beg/Jr. CMC license. Mail $6, post: $8. 916/351-0271.

Tell them you saw it in Cycle News

Speed Records *(Continued from page 15)*

down and the springs to fatigue. They are hiked up with inner tube rubber bands. Pit stops are leisurely. The bikes are kept between seven and eight thousand RPM. Cook skootches all the way back on the seat and finds that the bike wobbles less.

At five P.M., the number three bike gets a new rear wheel, chain, and sprocket, and Cook goes back out. Cook comes out of the hole well. The stop took seven minutes and two seconds.

As the 12 hour mark approaches, Cook cuts a couple of 68 second laps which is over 130 MPH. The bike is wide open. At six P.M. the lights are turned on. There are a few problems with the lights and then things begin to settle down for the night. At 8:38 P.M. Baumann breaks a chain on the number two bike while about five laps down. That takes 12 laps.

After he goes back out he is given signals to cool it, and Hurley, on the other bike, thinks it means him. He slows. The 12 hour record escapes. After that the night is pretty uneventful except for a couple of headlights that blink off, and Cliff Carr wearing a tire down to the "canvas".

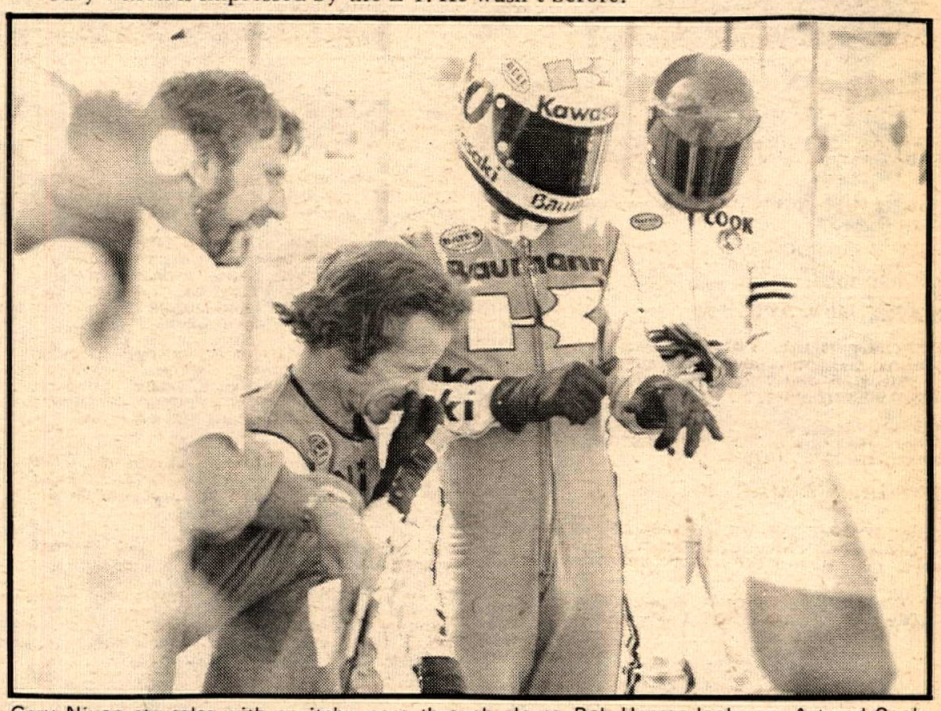
"I've never gotten up at 11 P.M. to ride a bike before," says Nixon. Somebody suggests pills. "Will there be a pee test afterwards?" asks Gary. He is told that gas consumption will be lower because of the cooler air and lower speeds. The means he will be out longer. "I'll leave the choke on."

By sunrise people are getting pretty weird. Jeff Heininger is hanging out pit signs that say "Daytona Beach City Limits" and "Apples 79¢ a Lb."

The riders compare notes on the two bikes. Cliff says the number three bike never wobbles. "It's just like a Cadillac," says Carr. "The only way I can go really fast on that thing," says Art about number two, "is to hang off."

The mechanics, Jeff Shetler and Randy Davis, have been up all night. After they are done they will pull the engine and head. Nine thirty finally rolls around. For 29 seconds the number two bike holds the 24 hour record at 105 MPH. Then the other bike's time comes and the record goes to 109 MPH. Cliff celebrates his victory by spraying everyone with Kawasaki victory champagne. "I've always wanted to do that," he says. "I've seen Jackie Stewart do it."

Gary Nixon is impressed by the Z-1. He wasn't before.



Gary Nixon struggles with an itchy nose through gloves. Bob Hansen looks on. Art and Cook have on their race faces.

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RESULTS

MOTOCROSS
Owyhee Motorcycle Club
Boise, Idaho
Mar. 4, 1973
by Ralph K. Richardson

125 BEG	
Steve Mulder	Hus
Terry Rich	Pen
Larry Burch	Bul
125 EX	
Randy Lee	Pen
Dan Gearing	Ric
John Sparks	Hus
250 BEG	
Mike Pope	CZ
Larry Cobb	Yam
Brian Harm	Bul
250 EX	
Bud Sparks	Hus
Rick Holmes	Yam
Eddie Barnett	Pen
OPEN BEG	
Mike Lenzi	Mai
Joe Cook	CZ
Bill Schyhack III	Bul
OPEN EX	
Vic Greenfield	Mai
Bruse Harris	Hus
Greg Martin	Yam
MINI BEG	
Brent Chase	Hon
Jerry Gallegos	Rup
Danny Atkinson	Yam
MINI EX	
Jerry Wright	Hon
Loren Shockley	Yam
Tom Fitzgerald	Yam
POWDER PUFF OPEN	
Pam Chase	Yam
Shelley Van Leuven	Yam
Jenni Chase	Hod
POWDER PUFF MINI	
Stacy Richardson	Hon
Toni Gorostiza	Yam
Brenda McCutchen	Yam

MOTOCROSS
Owyhee M.C.
Boise, Idaho
Mar. 11, 1973
by Lenore Richardson

125 BEG	
Allen Webb	Puc
Larry Rich	Hod
Chris Percey	Pen
125 EX	
Bud Sparks	Hus
Randy Lee	Pen
Bustor Aquilor	Hus
250 BEG	
Mike Pope	CZ
Bob Green	Hus
Anthony Miller	Hus
250 EX	
Dan Renk	Ric
Dan Gearing	Ric
Rick Grisham	Bul
OPEN BEG	
Lewis Alter, Jr.	Bul
Marten Gregory	Yam
Sid Ailey	Hus
OPEN EX	
Bud Sparks	Hus
Tom Leisman	Hus
Jim Cloringer	Hus
MINI BEG	
Brent Chase	Hon
Jerry Gallegos	Rup
Tony Gaskell	Yam
MINI NOV	
Jerry Wright	Hon
Butch Richardson	Hon
Red Marcum	Hon
OPEN POWDER PUFF	
Pam Chase	Yam
Susan Atkinson	Yam
Cheryl Bales	Ric
MINI POWDER PUFF	
Stacy Richardson	Hon
Vicki Chase	Hon
Kelly Cope	Yam

Troy Hollis (CZ) did a job on the 500 Expert class in a wet D-37 motocross in far-off Barstow.

MOTOCROSS
Baymare
Somis, Calif.
Mar. 11, 1973
by Barbara Robinson

100 JR -5	
Mike Shurtleff	Hod
100 JR +5	
Foster Chase	Suz
Jeff Tilbbetts	Yam
125 JR -5	
Augie Mares	Hod
John Bartholomay	Suz
Mike Guerra	Suz
125 EX	
Rocky Morrison	Pen
250 JR -5	
Hal Strauss	CZ
250 INT	
Garen Phillips	Suz
250 EX	
Mark Hateley	CZ
OPEN JR +5	
John Lewis	Mai
OPEN INT	
Rick Varvel	Gre
Joe Phillips	—
OPEN EX	
Mike Todd	Mai
Mark Cavoretto	Mai
Bill Todd	Mai

CMC MOTOCROSS
Irwindale Raceway
Irwindale, Calif.
Mar. 16, 1973
by Creative Images

MINI	
Lance Moorewood	Ind
Terry Woolwine	Ind
Gordon Kidd	Yam
100 JR	
Curt Jensen	Hod
Mike Thill	Hod
Cee Fabry	Hod
125 EX	
Billy Payne	Pen
Chuck Bower	Pen
Ray Lopez	Pen
125 INT	
Val Tamietti	DKW
Dave Eropkin	Bul
Jim Domann	Mnk
125 JR	
Pug Ferreira	Pen
Tag Turner	Yam
Steve Fuller	Mnk
250 EX	
Billy Payne	Mai
Bryar Holcomb	Bul
Tim Lunde	Hon
250 INT	
Martin Widgery	Yam
Nelson Whitehill	Hus
Alan Cheever	CZ
250 JR	
Corey Rudolph	CZ
Alan Kent	CZ
Joe Chambers	Mai
500 EX	
Billy Payne	Mai
Bob Messer	Mai
Jerry Meaman	CZ
500 INT	
Mark Samuleson	Mai
Ed Gember	Mai
Steve Shipkey	CZ
500 JR	
Brent Foes	Yam
Rich Welch	Yam
David Vail	Hus

R.A.C.E. NIGHT MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 2, 1973
by Dale Teubner

MINI	
*Ray Currie	Hon
*Dan Hrynkiewcz	—
*Tom Schoney	Hon
SUPER MINI	
*Brian Myerscough	Hon
*Brad Dutoit	Hon
David Oller	Hon
100 JR	
*Norman Byers	Yam
*Chuck Hoops	Bul
*Dave Rawley	Bul
125 JR—DIV I	
*Brad Dutoit	Hon
*John Currie	Pen
*Mark Civello	Suz
125 JR—DIV II	
*Mark Mariwez	Bul
*Rich Kawana	Bul
*Morris Mena	Ric
250 JR—DIV I	
*Tom Hicks	CZ
*Rick Sanders	Suz
*Mike Langford	Bul
250 JR—DIV II	
*Mike Byers	Bul
*Bob Brown	CZ
*Jim Wright	Hon
500 JR	
*Tom Hicks	CZ
*Mark Digioia	CZ
*Charlie Guinn	Hus
125 INT	
*Dave Daum	Pen
*Albert Cancino	Hus
Allan Tilford	Yam
250 INT	
*Jack Hazard	Yam
*Jim Latendresse	Kaw
Pete Smith	Bul
250 SR	
Bruce Baron	Hon
Morris Malone	Hon
John Hrynkiewcz	CZ
*Trophy	

Phil Black wanted to get the straight word on pronouncing the names of some of the European motocross stars. Herewith is what they call themselves. You'll have to practice to get the accent right.

Roger DeCoster —	Row-jay Day-Coaster
Joel Robert —	Joe-ell Row-Bare
Willi Bauer —	Vee-lee Bow-er
Sylvain Geboers —	Sil-van Geh-boors
Adolf Weil —	Ad-dolf Veel
Heikki Mikkola —	Hay-key Mick-oh-la
Jaak Van Velthoven —	Jock Vahn Velt-hoe-ven
Ake Jonsson —	Ak-kay Yon-sen

MINIS
Trojan Speedway
Southgate, Calif.
Mar. 13, 1973
by Donna Zimmerman

1-3 HP MINIBIKE	
Randy Bennett	Gem
Mike Mulligan	Ind
7-11 JR DIV B	
Glen Licon	Yam
Ken Stephenson	Yam
Steve Zimmerman	Yam
7-11 JR DIV A	
Shon Andersen	Hon
Derek Blond	Yam
Jimmy Simmons	Hon
9-11 SR	
Dennis Kunkel	—
Ricky Hoffman	Hon
12 YRS	
Todd Peterson	Ind
Shawn McConnell	Ind
Steve Moore	Yam
14-15	
Renee Payen	Hon
FT JR	
Ricky Smittle	Yam
Dennis Kunkel	—
FT SR	
Ricky Hoffman	Hon
Todd Peterson	Ind
Renee Payen	Hon
TROPHY DASH	
Ricky Hoffman	Hod

MINIS
Trojan Speedway
Southgate, Calif.
Mar. 9, 1973
by Donna Zimmerman

PEE WEE	
Mike Mulligan	Ind
Kurtie Hendricksen	Ind
Tracy Smith	Ind
1-3 HP MINI	
Jimmy Simmons	Tar
Mike Mulligan	Ind
7-11 JR DIV B	
Steve Zimmerman	Yam
Ken Stephenson	Yam
Randy Headley	Yam
7-11 JR DIV A	
Shon Andersen	Hon
Jimmy Simmons	Hon
Derek Blond	Yam
9-11 SR	
Joey Hamilton	Hon
12 YRS	
Todd Peterson	Ind
Steve Moore	Yam
Joey Tucci	Hon
13 & UP	
Renee Payen	Hon
TROPHY DASH 11 & OVER	
Renee Payen*	Hon
Marty Miller*	—
*denotes tie	
FATHER/SON	
Joey Tucci and Dad	

MINIS
Trojan Speedway
Southgate, Calif.
Feb. 27, 1973
by Donna Zimmerman

PEE WEE	
Tracy Lee Smith	Ind
Paul Denis	Ind
7-10 JR DIV B	
Ken Stephenson	Yam
Randy Headley	Yam
7-10 JR DIV A	
Jimmy Simmons	Hon
Shon Andersen	Hon
9-10 SR	
Ricky Hoffman	Hon
Joey Hamilton	Hon
11-13 SR	
Ricky Simmons	Hon
Shawn McConnell	Ind
13-15	
Renee Payen	Hon
Leonard Gilliand	Gem
TROPHY DASH	
Ricky Hoffman	Hon
BUDDY RACE	
Jimmy Simmons/ Ricky Hoffman	
Steve Zimmerman/ Ricky Smittle	

MOTOCROSS
Escape Country
Trabuco Canyon, Calif.
Mar. 11, 1973

MINI 1st DAY	
Mark Marriott	Hon
MINI BEG	
Tony Anich	Hon
100 1st DAY	
Carry Mallott	Yam
Bob Garey	Yam
100 NOV	
Mark Freeman	Yam
125 1st DAY	
Frank McCubbins	Hus
Steve Olivares	Suz
Steve Haas	DKW
125 BEG	
Phil O'Dell	Pen
Jim Watkins	Yam
Bob Johnson	Pen
125 NOV	
Henery Wior	Zun
Chris Ely	Yam
125 AM	
Jeff Jennings	DKW
175 BEG	
Dennis Rotondo	Yam
POWDER PUFF	
Squeeky Haynes	Hod
250 1st DAY	
David Church	Hon
David Dekoker	CZ
250 NOV	
Mike Clifton	Hus
Wayne Melanson	Hon
Mike Freeman	CZ
250 EX	
Mike Keena	CZ
OPEN BEG	
Fred Nelson	Mai
OPEN NOV	
Marvin Coolbaugh	Yam

CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
Mar. 18, 1973
by Creative Images

100 JR	
Chris Schuck	Hod
Larry Theobald	Hon
Mark Lawrence	Yam
125 JR I	
John Tessitore	Hus
Dale Hunter	Bul
Dan Jackson	Hon
125 JR II	
Don Benge	Pen
Jay Arnett	Pen
Richard Hansen	DKW
125 INT	
Jeff Powell	Mnk
Ralph Peterson	Pen
Steve Gannon	Pen
125 EX	
Leonard Millgren	Pen
Steve Gannon	Pen
250 JR I	
James Hawkins	CZ
Allen Kent	CZ
Wayne Anders	Yam
250 JR II	
Dave Moates	CZ
Rich Smith	Yam
Ed Kubota	CZ
250 JR III	
Ken Herkimer	—
Andy Rhubottom	Oss
Scott Still	CZ
250 INT I	
Jack Phillips	CZ
Jeff Howe	Hus
Ray Goetz	CZ
250 INT II	
John Petty	Mai
Dan Steele	CZ
Jeff Osborn	CZ
250 EX	
Gaylon Mosier	Mai
Rich Eierstedt	Mai
Doug Sherman	CZ
500 JR	
Dave Vail	Hus
Martin Trjra	Mai
Bill Repp	Mai
500 INT	
Gary Ogden	CZ
Ed Gember	Mai
Wayne Kirchner	CZ
500 EX	
Doug Sherman	CZ
Mark Anderson	CCM
Rex Staten	Mai

CMC MOTOCROSS
Carlsbad, Calif.
Mar. 11, 1973
by Creative Images

100 JR	
Ken Gabrielson	Hod
Ronnie Kitching	Hon
Tim Flowers	Suz
125 EX	
Bruce McDougal	Pen
Marty Smith	Mnk
Bob Haag	Hus
125 INT	
Paul Sherman	Pen
Ralph Peterson	Pen
Albert Cancino	Hus
125 JRS I	
John Tessitore	Hus
Pete Joseph	Hus
Rick James	Pen
125 JRS II	
Leroy Larson	DKW
Ernest Gonzales	DKW
Paul Woods	Pen
250 EX	
Rich Eierstedt	Mai
Terry Clark	Hus
Morris Malone	Hon
250 INT I	
Tom Hogue	Hus
Steve Bartley	CZ
Ed MacDonald	Hus
250 INT II	
John Petty	Mai
Charlie Galea	CZ
Scott Ferko	CZ
250 JRS I	
Barry Calton	CZ
Bran Anderson	CZ
Ray Goetz	CZ
250 JRS II	
Wayne Anders	Yam
Doug Silverstein	Hus
Raymond Macias	CZ
250 JRS III	
Joe Mauris	Bul
Andy Rhubottom	Oss
Joe Holt	CZ
500 EX	
Bruce Torbett	Hus
Doug Sherman	CZ
Mike Yorba	Bul
500 INT	
Ed Gember	Mai
Barclay Miller	CZ
Pat Claudett	Mai
500 JRS	
Mark Peters	Mai
James Russell	CZ
Mike Akin	CZ

MOTOCROSS
Ascot Park
Gardena, Calif.
Mar. 10, 1973
by Creative Images

100 JR	
Tommy Luera	Yam
Mark Parrish	Hod
Roger Featherton	Hod
125 JR	
Rick Peckman	Suz
Alan King	Bul
Bob Ramage	Yam
125 INT	
Roger Smith	—
Jeff Jennings	Hus
125 EX	DKW
George Collins	—
Rod Pericins	Pen
Dan Davis	Yam
250 JR I	
Brad Morrison	CZ
Dennis McGrady	CZ
Danny Crarelli	Yam
250 JR II	
Joe Movesseau	Oss
Don Whitaker	Bul
Dennis Wrenn	Yam
250 EX	
Ron Blanton	Hus
500 JR	
Hal Baerg	Mai
Gordon Pierce	Hus
Mike King	Yam
500 INT	
Dan Mabbott	Mai
Pat Mulvihill	Suz
500 EX	
Gene Martin	Bul
Kirk Alexander	Mai

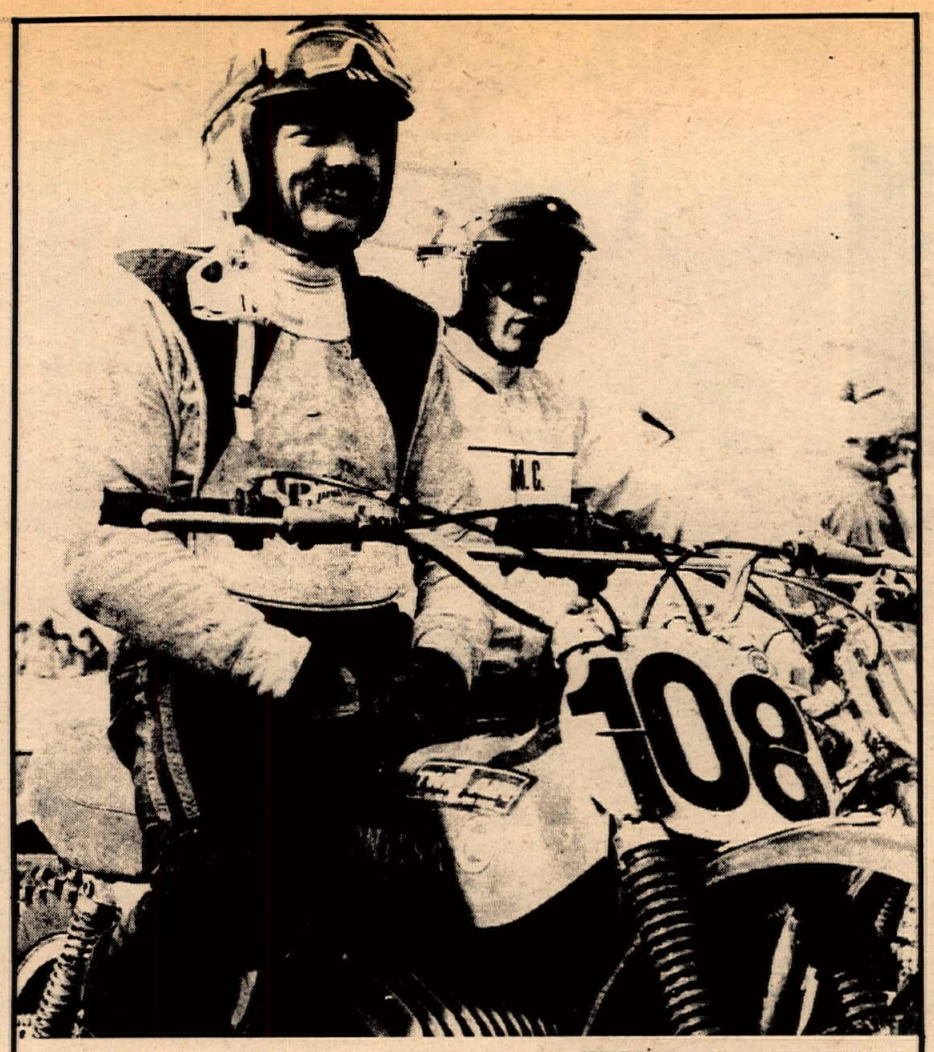
RACE NIGHT MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 9, 1973
by Dale Teubner

MINI CYCLES	
*Tom Schoney	Hon
*Daryl Jones	Bon
Dan Pogue	Hon
SUPER MINI	
*Brad Dutoit	Hon
*Bill Taylor	Hon
John Gless	Hon
100 JR	
*John Boughner	Ric
*Mark Barnes	Yam
*Jerry Raymer	Yam
125 JR	
*Mark Wronski	DKW
*Tim Buck	CZ
*B.C. Noble	Pen
250 JR—DIV I	
*Joe Schoney	Suz
*Bob Raymer	CZ
*Ray Macias	CZ
*Wayne Melanson	—
250 JR—DIV II	
*Bob Brown	CZ
*Jim Wright	Hon
*Jim Ruth	Hus
*Gary Davis	Bul
500 JR	
*Mike Dosh	CZ
*Alan Thompson	Yam
*Dave Wilson	Yam
125 INT	
*Brad Lynch	Pen
Albert Cancino	Hus
Brad Dutoit	Hon
250 SR	
Morris Malone	Hon
Bruce Baron	Hon
Shane McDonald	Gre
250 INT	
*Jack Hazard	—
*Tom Hicks	CZ
Terry Woodruff	Yam
500 SR	
Bruce Torbett	Hus
Darrell Sutherland	M
Bill Henderson	CZ
500 INT	
*Craig Dougan	Suz
Monte Mahan	CZ
*Trophy	

CMC MOTOCROSS
Irwindale Raceway
Irwindale, Calif.
Mar. 9, 1973
by Creative Images

MINIS	
Lance Moorewood	Ind
Bobby Jones	Ind
Michael Rosen	Ind
100 JRS	
Rich Hansen	DKW
Curt Hensen	Hod
John Gregor	Hod
125 EX	
Chuck Bower	Pen
Ray Lopez	Pen
Bob Maxwell	Bul
125 INT	
Paul Sherman	Pen
Tim Withers	Bul
Chuck Wagner	Pen
125 JRS	
Pug Ferreira	Pen
Janene Turton	Bul
Greg Hogan	Pen
250 EX	
Bill Payne	Mai
Bryar Holcomb	Bul
Randy Myers	Bul
250 INT	
Ed MacDonald	Hus
Alan Cheever	CZ
Rusty Spencer	Yam
250 JRS	
Mike Hogan	Yam
Roger Ketalsleger	CZ
Kevin Tucker	Bul
500 EX	
Bill Payne	Mai
Bob Messer	Mai
Ray Lopez	Mai
500 INT	
Ollie Senchal	Mai
Jerry VanDellen	Mai
Bryan Dodge	Hus
500 JRS	
Brent Foes	Yam
Kirk Heflin	Hus
Artie Dodge	Hus

The minis run in the dark, at Corona, even though it's past the riders' bedtimes. — Earl Topham Photo.



Kahlevi Vehkonen (Mon) has reason to look happy. He is about to beat Roger DeCoster (Suz), right, in a 500 International meeting after DeCoster beat him previously when his prototype's cylinder came adrift. — Photo courtesy of Motor Cycle News.

INTERNATIONAL MOTOCROSS
Lummen, Belgium
Mar. 11, 1973
500 INTERNATIONAL

Kahlevi Vehkonen	Mon
Roger DeCoster	Suz
Jan Van der Broeck	Yam
Hakan Andersson	Yam
Heikki Mikkola	Hus

MOTOCROSS
Escape Country
Trabuco Canyon, Calif.
Mar. 18, 1973

OPEN 1st DAY	
Pat Casteel	Mai
Robert Kady	Mai
Bill Dudney	Suz
OPEN BEG	
Lynn Mattox	Mai
Rob Kutz	Mai
Mike Flower	Yam
OLD TIMERS EX	
J.L. Siebrandy	—
Gene Fox	Mai
Ed Poore	Bul
OLD TIMERS AM	
Will Lynch	Mai
Jim Merriken	Oss
Bob Coffman	CZ
OLD TIMERS NOV	
Leroy Ballard	CZ
Joaquin Morillo	Bul
Jack Cunnieneham	Bre
250 1st DAY	
Jerrel Gower	Suz
David Bunch	Bul
Greg Harman	Hon
250 BEG	
Mike Patchen	Suz
Steve Lyon	Suz
Keith Franklin	Yam
250 NOV	
Robert Lowe	CZ
Hal Strauss	CZ
Gary Schultz	Yam
185 1st DAY	
Ken Johnson	Yam
Paul Hernandez	Yam
185 BEG	
Mark Wueihass	—
185 NOV	
Kelly Wacker	Suz
POWDER PUFF	
Jude Donahue	—
Debra Taylor	—
125 1st DAY	
Terry Sterrett	Yam
Oscar Jackson	Hod
Scott Cabness	Bul
125 BEG	
Paul Strickland	Pen
Kevin Harlow	Hus
Bob Robb	Yam
125 NOV	
Waymond Williams	Yam
Tim Marrimon	Yam
Greg Weston	Yam
100 1st DAY	
Kurt Ikeda	Yam
Dean Bradley	Yam
David Dickson	Yam
100 BEG	
Bob Quinten	Yam
Chris Provost	Ric
John Gilbertson	Hon
100 NOV	
Mark Freemand	Yam
Mike Hukill	Hod
Bill Melanson	Yam
MINI 1st DAY	
Russ Case	Hon
Brian Chunn	Hon
Jack Flammer	Hon
MINI BEG	
Pete Hillebrecht	Hon
Tim Kennedy	Hon
Joy Marrimon	Hon
MINI NOV	
Dean Hoebel	Hon
MINI AM	
Wayne Mapes	Hon
100 AM	
Tom Burmeister	Ric
100 EX	
Dave Fry	Hod
125 AM	
Jeff Jennings	DKW
125 EX	
Jeff Bunn	Pen
Peter McCormick	CZ
250 AM	
Greg Sokol	CZ
John Van Braukelen	Bul
Doug Bengiman	CZ
250 EX	
John Hrynkieicz	CZ
Mike Causey	Hon
Mike Kenna	CZ
OPEN NOV	
Dennis Newman	CZ
Ken Estep	BSA
Mike Brown	Bul
OPEN AM	
Dennis Clark	CZ
OPEN EX	
Mike Todd	Mai

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 3, 1973
by Dale Teubner

MINI	
*Robbie Wood	Hon
*Jim Ball	Hon
Kathy Brodeck	Hon
100 BEG	
*Kirk Fitzek	Hod
Bob Redman	Yam
Mark Allee	Yam
100 JR	
*Tony Greaves	Hon
Lance Felangle	Yam
Bill Randolph	Kaw
125 BEG	
*Gary Duncan	Yam
*Larry Moody	DKW
Don Duncan	Yam
125 JR	
*Greg Sorenson	Yam
Scott Cathey	Bul
David Willis	Yam
VERY VIRILE VETS	
*Shay Huffman	CZ
DeWayne Stark	Suz
Glenn Willis	Suz
250 JR	
*Steve Hazan	CZ
*Bob Decker	Yam
*Robby Mullender	Bul
500 JR	
*Ed Gember	Mai
*Ernie Roberts	Yam
John Mittendorf	Yam
125 INT	
*Scott Spencer	Pen
Brian Olson	Pen
250 INT	
*Shawn Huffman	CZ
Dave Carlson	CZ
Bob Bland	CZ
250 SR	
John Hrynkiewicz	CZ
Ray Topham	CZ
*Trophy	

MOTOCROSS
Muntz Cycle Park
Moorpark, Calif.
Mar. 18, 1973
by Art Cox

60 MINI	
Jerry Little	Yam
Ted Hunnicutt	Yam
Tony Loza	Yam
80 MINI	
David Ewing	Hon
Ken Vievia	Hon
David Sarian	Hon
POWDER PUFF	
Jeannie Young	CZ
Sandy Gonzales	Yam
Suzi Hallmark	Suz
100 BEG	
Dave Vrgnhart	Yam
Gary Hubert	Yam
Barry Vanderpool	Hod
125 BEG	
Ronnie Hornaday	Ric
Mark Saxe	DKW
Mike Bollman	Yam
125 NOV	
Mark Proctor	Mon
John Morrison	Pen
Bill Cappel	Pen
250 BEG	
Don Sarian	Ric
Pete Goodwin	Suz
D.E. Daily	Bul
250 NOV	
Tim Sarian	Ric
Bob Ridgeway	CZ
George Hillier	Yam
OPEN NOV	
Mike Dale	Suz
Glen Ewing	Gre
Dale Hensche	CZ
125 EX	
Don Spaethe	Yam
Von Peterson	DKW
Craig Spurney	Mnk
250 EX	
Bob Archer	Hon
Joe Irwin	Yam
Kari Nissinen	Yam
OPEN EX	
Ron Keys	Yam
Gary Nixon	CZ
Rod Kershaw	Mai

AMC MOTOCROSS
North and South
Carlsbad, Calif.
Mar. 18, 1973
by Scott Heidbrink

100 BEG	
Gary Beser	Yam
Doug Weltner	Yam
Scott Hanssler	Hod
MINI	
Leonard Thompson	Hon
125 NOV	
Dan Bluce	Pen
Gary Doyen	Pen
Dave Peters	Yam
125 BEG	
Jon Hale	Suz
Mark Brown	Pen
Jeff Skeen	Pen
125 JR	
Don Block	Pen
125 EX	
Jeff Weber	CZ
100 NOV	
Rick Piotrowski	Ric
250 BEG DIV I	
Rick Fifield	Suz
Jim Ball	Hus
Gary Harp	CZ
250 BEG DIV II	
Marc Glover	CZ
Ron Stewart	CZ
Tom Williams	Suz
250 NOV	
Delano Hale	Suz
Russ Wilson	CZ
Randy Batsell	Hus
250 JR	
Jeff Mathews	AJS
Brad Lord	CZ
250 INT	
Rick Kastner	Bul
OPEN BEG	
Terry Davis	Hus
Earl Nichols	CZ
John Fry	Suz
OPEN NOV	
Chuck Shunk	Hus
OPEN JR	
Gabe Cutierrez	Mai
Jim Beltinck	CZ
Ron Blackwood	Hus
OLD TIMERS	
John Miley	CZ

BAYMARE RACETRACK
Moorpark, Calif.
Feb. 25, 1973
by Art Cox

100 BEG	
Jeff Neider	Yam
William Cypher	Kaw
Mitchell Moore	Suz
100 NOV	
Jeff Drummen	Hod
Foster Chase	Suz
Craig Egerman	Pen
125 BEG	
Larry Bodell	Pen
George Shafer	DKW
Mike Faux	DKW
125 NOV	
Everett Angle	DKW
Dale Tittlemier	DKW
Joel Shedden	Yam
250 BEG	
Scott MacDougall	CZ
Greg Butzer	Bul
Brad Anderson	CZ
250 NOV	
Mike Peddicord	Suz
Buddy Romano	CZ
Bill Bledsoe	CZ
OPEN NOV	
Tom Alexander	Mai
Frank Brekenridge	Mai
Doug Dewitte	Suz
125 INT	
Stuart Lilly	Bul
250 INT	
Jeff Zumwalt	Mon
OPEN INT	
Don Hicks	CZ
125 EX	
Dave Kolbe	Ric
Jim O'Neal	Ric
250 EX	
Dave Kolbe	Hon
Rick Salmon	Yam
Randy Berkeley	Yam
OPEN EX	
Larry Watkins	CZ
Bob Schwartz	CZ
DROWNED TURKEY AWARD	
Randy Berkeley	Yam

Top Canadian rider Ron Keys showed up at Muntz and did it to the Open Experts, winning both motos with his Fred Deeley Yamaha YZ. Photo by Art Cox.

MOTOCROSS
Professional 125 Championship
Arroyo Cycle Park
Devore, Calif.
Mar. 18, 1973

Ray Lopez	Pen	$1000	4-1
Chuck Bower	Pen	600	1-5
Danny Turner	Mnk	450	5-2
Terry Clark	H-D	300	6-4
Bruce McDougal	Pen	225	2-9
Bill Payne	Pen	200	10-3
Bob Brooks	Hod	150	7-6
Jim Hoover	Suz	100	12-7
Eddie Cole	Pen	100	11-10
Bill Grossi	DKW	75	9-14
125 JR SUPPORT CLASS			
Tim Hoover	Ric		
Tim Daly	Ric		
George Corchoran	Bul		
Tom Devore	Ric		
Steve McFarland	Ric		

Trans-AM Qualifier Prep

by Patty Schafer

PHOENIX, ARIZ., Mar. 11, 1973 — Teri Kezar took third amidst 30 male 125ers, proving that Arizona Cycle Park doesn't need a Powder Puff class. Gary Hickerson proved that persistence pays, even if you're a Hodaka rider in the Expert class. Bill Armstrong showed that Novices can think like Experts (and ride like them).

Lee Noblitt won the Amateur 250 like a misplaced Expert. Bob Wharton has healed. Ask Chuck Lampe. Chuck Lampe is fast. Ask anybody.

Sidehacks are outtasight. Especially twenty of them, bringing two-cylinder four-strokes into the world of MX. That damn cliff is getting steeper and the run-out is getting shorter. Riders *are* discovering their front brake, and spring conditioning is evident.

MOTOCROSS
Arizona Cycle Park
Mar. 11, 1973
by Patty Schafer

125 NOV		Chuck Lampe	Mai
Tim Gamble	Pen	Steve Kalasz	Hus
Joey Garcia	Hod	Darryll Tussing	Mai
Teri Kezar	Hus	OPEN NOV	
David Luke	Suz	Gary Boyse	Mai
Mark Clark	Yam	Matt Foster	Bul
125 AM		Brian Agersea	Mai
Mike Goodrich	Puc	Mel Downs	Gre
Gary Tussing	Hus	Gene Fakin	CZ
Chris Mosley	Yam	OPEN AM	
Larry Varner	Hus	Steve Strasser	Yam
Ken Harayda	Dal	David Anderegg	Mai
125 EX		Barry Noblitt	Suz
Gary Hicherson	Hod	Jay Mangum	Mai
Mike Wharton	Hus	Charlie Brown	Yam
Marc Isenberg	Yam	OPEN EX	
Brad Mueller	Suz	Chuck Lampe	Mai
250 NOV		Marty St. Martin	Mai
Bill Armstrong	Yam	Ron Cowles	Suz
Harry Calahan	Hus	Brian Ross	CZ
Doug Wright	Bul	HACK—LTWT.	
Timothy Kelly	Yam	Wekell/Jackson	Suz
Gregory Proust	Yam	Ashton/Ridyard	Yam
250 AM		Kimball/Edmonds	—
Lee Noblitt	Suz	Monahan/Noolan	—
Jeff Billotte	Yam	HACKS—HVYWT.	
Rob Dameron	Yam	Monoghan/Ranson	Hon/Wasp
Glenn Trainor	CZ	Palfreyman/Gardner	Tri/Wasp
Alfred Macareg	Hus	Haller/Swenson	—
250 EX		Wahl/Dicker	—
Bob Wharton	Hus	Miller/Knowles	—

RESULTS

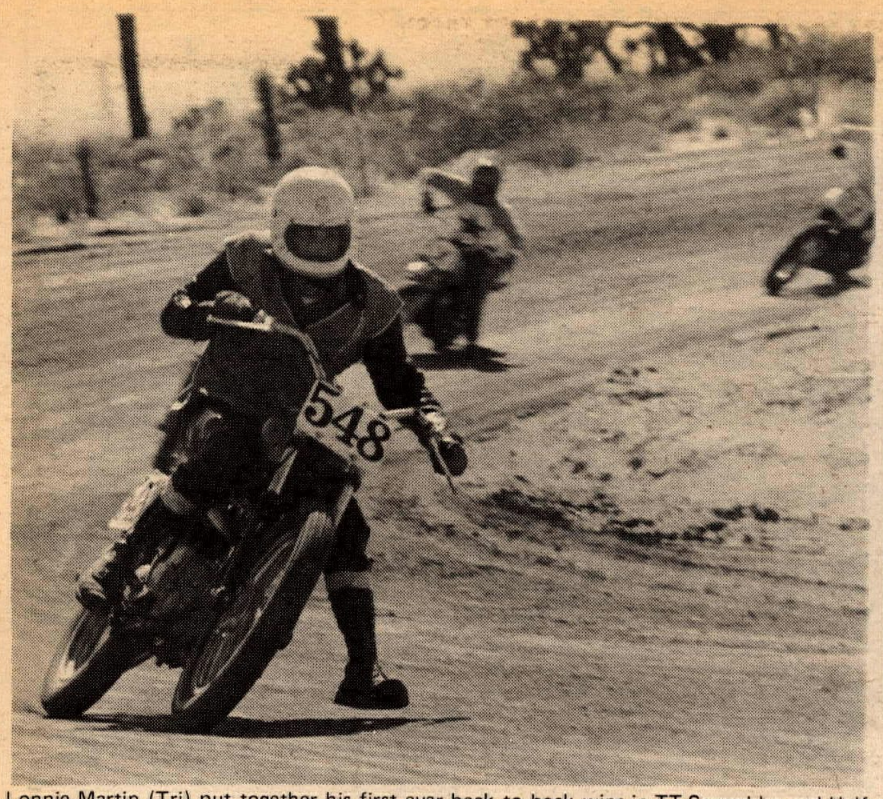
CRC MOTOCROSS
Arroyo Cycle Park
Mar. 10, 1973
by The Shadow

OPEN	
Michael Ruby	CZ
Michael Muha	Suz
Chuck Enscoe	CZ
250 BEG	
Gary Riphagen	Yam
Jake Kuiken	Bul
Gary Gartside	Hus
250 NOV	
Kevin Callaway	Yam
Mike Stroke	CZ
Ed Trent	Oss
100 NOV	
Kevin Crawford	Hod
Art Stapleton	Yam
"Rocket" Rod Morehead	Kaw
125 NOV	
Kelly Callaway	Yam
John Quintana	Mon
Dave DeMarzie	Bul
125 BEG UNDER 16	
Jeff Morris	Yam
Freddy Rauh	Yam
Tim Gieseke	Pen
125 BEG	
Kenny Morris	Mon
D.L. Woverhampton	Car
Scott Fyfe	Car
MINI	
Tom Ette	Suz
Bill Ette	Yam
Bill Eichhorn	Yam
100 BEG	
Mark Ruelas	Suz
Scott Wilson	Yam
Kevin Dick	Yam

CMA MOTOCROSS
Sea View Cycle Park
Salton Sea, Calif.
Mar. 11, 1973

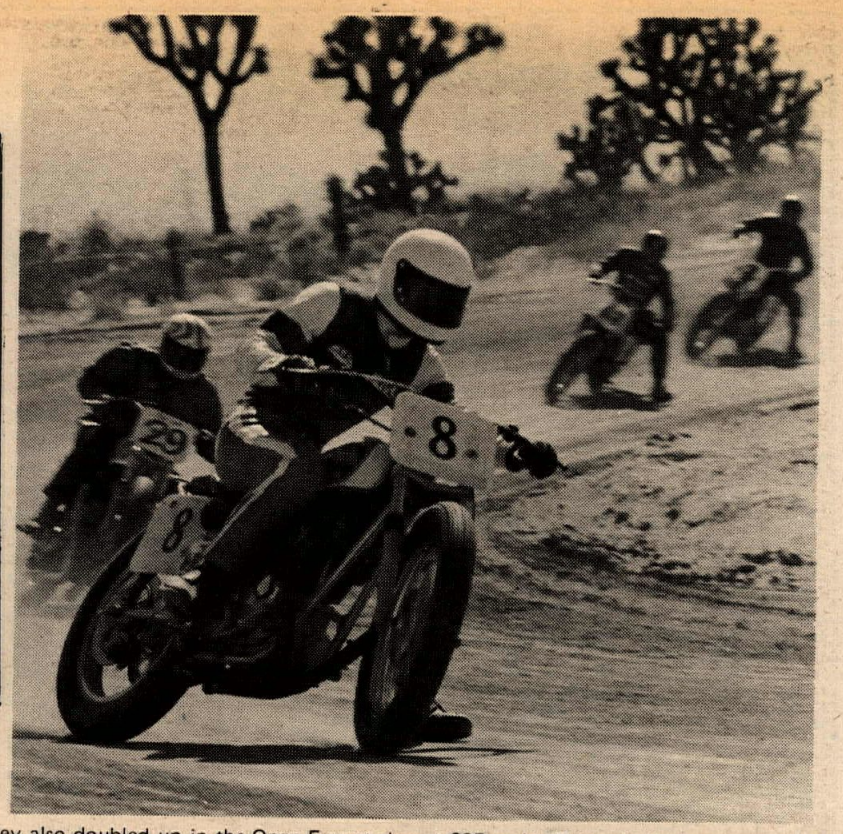
MINI DIV I	
Raymond Gomez III	Yam
Mark Woods	Hon
Tom Shoney	Hon
MINI DIV II	
Mike Sanford	Hon
Kurt Hoffman	Hon
Dale McKinney	Hon
POWDER PUFF	
Marketa McDougal	Yam
100 DIV I	
Mike Ireson	Yam
Kenny Trask	Yam
Jim Burge Jr.	Yam
100 DIV II	
Mike Quintona	Yam
Ric Emmal	Hon
125 DIV I	
Randy Reynolds	Bul
Don Myll	Yam
125 DIV II	
Alec Pettersen	Pen
Rick Taylor	Ric
Jerry Reynolds	Hus
175	
Butch Baker	Yam
Alec Pettersen	Pen
250 DIV I	
Tim Musgrove	Suz
Jim Wright	Yam
250 DIV II	
Mike Wright	Yam
Bruce Caletti	Yam
Lyle Shroyer	Yam
OPEN	
Jim Makos	Yam
Marc Jones	Yam
Jim Track	Yam

One of those who finished well in Baymare motocross, no doubt because his number plate was readable. — Mike Robinson Photo.



Lonnie Martin (Tri) put together his first ever back to back wins in TT Scrambles and Half-mile at 395 Cycle Park in the Open Novice class. Thump.

RESULTS



Bruce Foley also doubled up in the Open Expert class at 395 on his Triumph. What happened to the ring-dings?

ACA ROAD RACE
Carlsbad Raceway
Carlsbad, Calif.
Mar. 18, 1973

JR GP	
50cc	
Steve Zimmerman	Ita
100	
Pedro Gallinucci	Suz
Ken Ruminer	Yam
125	
Lloyd Quintard	Yam
Mike Baeder	Yam
Richard Lisk	Suz
200	
John Hewitt	Yam
250	
Bob Hartley	Yam
Don Wicks	Yam
Bill Bartels	H-D
350	
Mike Blocher	Yam
Bud Keeley	Hon
Robert Mosier	Kaw
OPEN	
Lee Fleming	Hon
Sam Parriott	Lav
SR GP	
50cc	
Bob Young	Yam
Paul Wilde	Yam
Rod Schmidt	Ita
100	
Terry Stanart	Kaw
James McWorthy	Suz
Dennis Ruminer	Hon
175	
Bob Irving	Kaw
Dick Carlson	Kaw
200	
Peter Kushdilian	Yam
Jim Damron	Suz
250	
Whitney Blakeslee	Kaw
Wes Cooley	Yam
Chuck Strohmenger	Yam
350	
David Damron	Suz
500	
Mark Goslee	Kaw
OPEN	
John Serra	Suz
PRODUCTION	
50cc	
Bob Young	Yam
100	
Paul Wilde	Yam
Dennis Ruminer	Hon
Ken Ruminer	Yam
125	
Mike Baeder	Yam
Jim Lester	Yam
Chas Oyagi	Suz
175	
Richard Hewitt	Yam
200	
John Hewitt	Yam
Jim Damron	Suz
250	
Gerhard Klemm	Kaw
Ken Gill	Suz
Tom Sullwold	Kaw
350	
Bud Keeley	Hon
Mike Blocher	Yam
James Crawford	Yam
500	
Mark Goslee	Kaw
Mike Thornburg	Kaw
OPEN	
Lee Fleming	Hon
Harry Donavan	Duc
Gary Jennings	Hon

HALF-MILE & T.T.
H.R.A.
395 Cycle Park
Mar. 18, 1973
by Imogene Rees

T.T.	
100 NOV	
Chris Morland	Kaw
Scott Walker Jr	Yam
Toby Sweaney	Kaw
125 NOV	
Bob Gregor	Yam
Brian Coakley	Yam
Scott Walker Jr.	Yam
250 NOV	
Bob Gregor	Yam
Steve Alden	Bul
Jim McBurney	Bul
OPEN NOV	
Lonnie Martin	Tri
Tim Doland	BSA
Terry Wyrembek	Yam
100-125 COMB	
Rip Sweaney	Bul
Gary Evans	Kaw
Don Tallman	Kaw
250 EX/AM	
Rip Sweaney	Kaw
Rich Lizardo	Kaw
OPEN AM/EX	
Bruce Foley	Tri
Pat Dale	Tri
Jim Steinbeck	Yam
HALF-MILE	
100 NOV	
Toby Sweaney	Kaw
Jay Bales	Yam
Eddie Drake	Kaw
125 NOV	
Bob Gregor	Yam
Scott Walker Jr.	Yam
Thomas Walker	Yam
250 NOV	
Ron Flury	Bul
Steve Alden	Bul
Jim Nasek	Bul
OPEN NOV	
Lonnie Martin	Tri
Tim Doland	BSA
Terry Wyrembek	Yam
100 AM/EX	
Mike Laney	Hod
Don Tallman	Kaw
Rip Sweaney	Kaw
250 AM/EX	
Rip Sweaney	Kaw
Rick Lizardo	Kaw
Gordon Bettencourt	Kaw
OPEN AM/EX	
Bruce Foley	Tri
Pat Dale	Tri
Jim Steinback	Yam

MUDATHON CHAMPION SPEEDWAY
San Francisco, Calif.
Mar. 10, 1973
by Bill Spencer

COMBINED CLASS	
John Silva	Mai
Mike Kalamaras	
Mike Rich	Hud
Dave Butts/Don Kirby	Bul
Larry Neff	
Alan Booher	Pen
Jerry Olson	Yam

Silva Wins Mudathon

by Bill Spencer

SAN FRANCISCO, CAL., Mar. 10, 1973 – Arriving at the world famed Champion Speedway for this running of the equally famous BillBoard marathon found one contesant waiting, impatiently, to ride.

Nearing one P.M., a total of 13 diehard marathon racers started for two hours of grueling torture that was stopped with 18 minutes left to run because only one of the five remaining riders didn't plead to have it stopped. All were wet and weary and so the winner was decided as John Silva riding almost the distance by himself on a 250 Maico.

AMA
Amateur Road Races
Daytona International Spdy.
Daytona Beach, Fla.
Mar. 7, 1973

CLASS I — Up to 100cc	
Dale Singleton	Suz
Chris Reitz	Kaw
William Taggart	Hon
CLASS II — 101 to 125cc	
Henry Olynger	Yam
James Martin	Yam
John Hubbard	Yam
CLASS III — 126 to 175cc	
Bruce Osborn	Suz
Glenn Barry	Bri
David Korth	Kaw
CLASS IV — 176 to 200cc	
Vance Person	Suz
Joseph Jones, Jr.	Bri
Mack Stafford	Bri
CLASS V — 201 to 250cc	
William Hoevel	Yam
Dennis Kirk	Oss
Sam Blanton	Yam
CLASS IV	
201-250cc Multi Cyl. 2-stroke	
251-360cc all other engines.	
John Gleason	Yam
Randy Cleek	Yam
William Weigle	Yam

TOP TWENTY SCRAMBLES BLACK PLATE D-36 TO DATE
Mar. 11, 1973
by Bill Spencer

	Pts.
Neil MacDannald	16
Dennis Huff	9
Ted Davidson	9
Dale Mathers	9
Steve Young	7
Virgil Byers	6
Ron Alsop	5
Jerry Barrick	5
Chris Willems	4
Mark Smith	4
Mike Ellis	4
Duane Bowling	4
John Dieu	3
Steve Hollingsworth	3
Steve Sanders	3
Fred Bennett	2
Martin Towne	2
Carroll Hendrix	2
Don Shipley	2
Roy Winters	2
Jim Foley	2
Craig Scroggins	2

TOP TWENTY SHORT TRACK WHITE PLATE D-36 TO DATE
Mar. 1, 1973
by Bill Spencer

	Pts.
Jerry Kole	36
Mike Kalamaras	32
Jeff Davidson	31
Dana Perri	24
Terry Otton	23
Phil Carando	22
Dorian Jewett	17
Larry Drew	17
Ron Kole	16
Dennis Robinson	16
Chuck Kole	13
Manuel Crummett	13
Denne Kalamaras	13
Duane Yarrow	13
Kirk King	13
Chuck Miller	13
Jim Coates	12
Ed Hausmann	12
Dave Masse	11
Dennis Murlrath	11
Guy Marcom	11
John Guglielmetti	11

AMA
100-Mile Road Race
Daytona International Spdy.
Daytona Beach, Fla.
Mar. 10, 1973

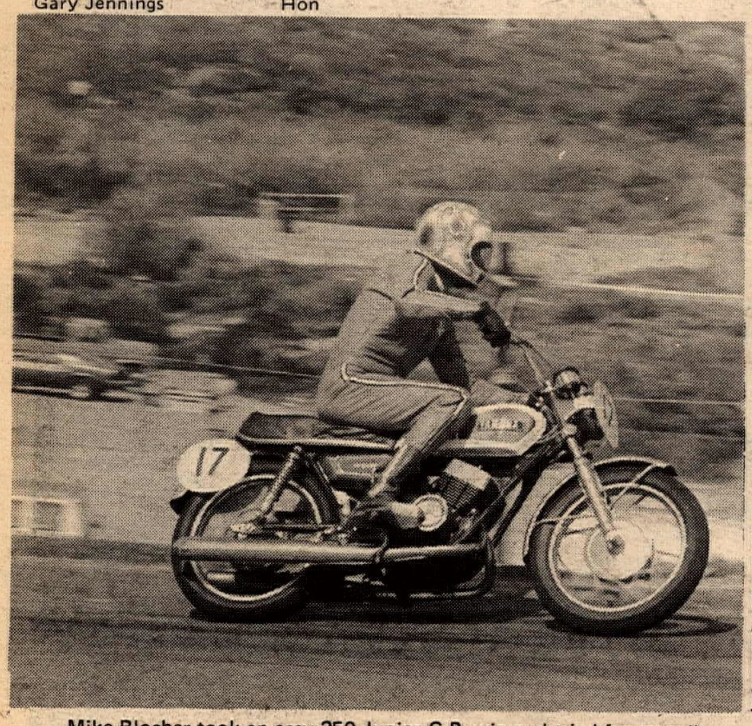
250 EX/JR	
Name	Mach. Laps
Gary Fisher	Yam 26
Don Castro	Yam 26
John Long	Yam 26
Ron Pierce	Yam 26
David Smith	Yam 26
Steve Baker	Yam 26
James Evans	Yam 26
Art Baumann	Kaw 26
Yvon DuHamel	Kaw 26
Howard Lynggard	Yam 26
Gary Nixon	Yam 26
Ted Henter	Yam 26
Robert Winters	Yam 26
Jerry Greene	Yam 26
Rudy Galindo	Yam 25
Mike Ninci	Yam 25
Robert Rectenwald	Yam 25
Roger Reiman	Yam 25
Mike Lane	Yam 25
Harry Cone	Yam 25
Jean Lysight	Yam 25
Jim Dunn	Yam 25
Larry Darr	H-D 25
William Payne	Yam 25
Tom Schroeder	Yam 25
Bruce Lind	Yam 25
Steve Froschauer	Yam 25
Paul Higgins	Yam 25
David Damron	Yam 25
Ricky Graves	Yam 25
Thomas Bovaird	Yam 25
Tim Rockwood	Yam 25
Steve Dalgarno	Yam 25
Robert Endicott	Yam 25
Gary McGoron	Yam 25
Peter Chancy	Yam 25
Doug Libby	Yam 25
Graham James	Yam 24
James Houston	Yam 24
Jacques Tougas	Yam 24
Dan Sorensen	Yam 24
James Metrando	Yam 24
L. Wayne Yarbrough	Yam 24
Peter Baer	Yam 24
Thomas Sisson	Yam 24
Jack Nash	Yam 24
L. A. Fitch	Yam 24
Steven Schaefer	Yam 24
Greg Edmunds	Yam 23
Tommy Byers	Yam 23

Time of Race: 1 hour, 2 minutes, 32.29 seconds.
Average Speed: 95.787 MPH.
Distance: 99.84 miles.

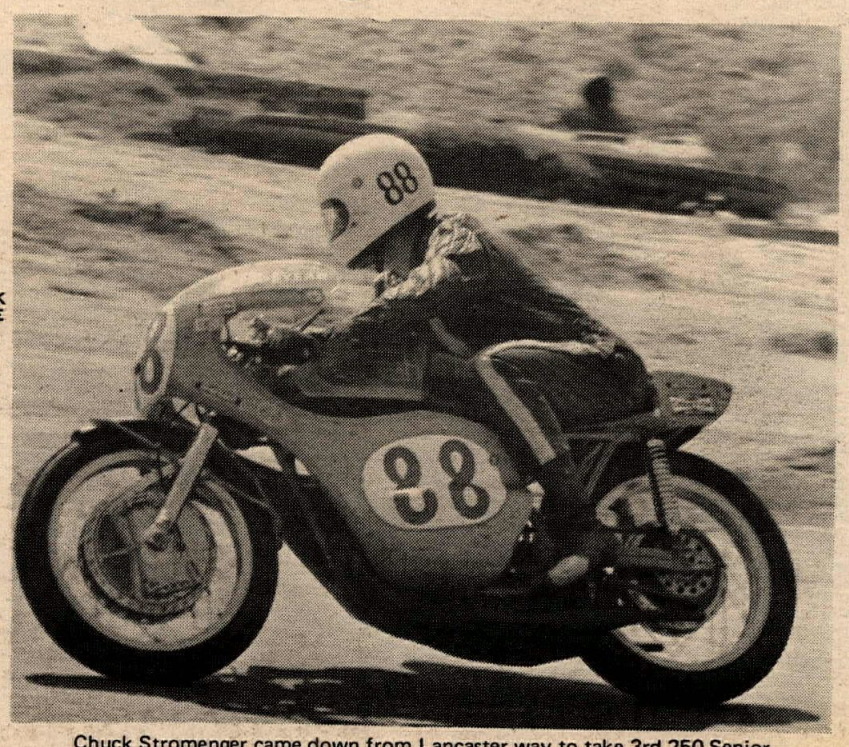
AMA
100-Mile
Daytona International Spdy.
Mar. 9, 1973
(3.84-mile road/track circuit)

Junior Race	
Phil McDonald	Yam
Dennis Varnes	Yam
Bob Deiss	H-D
Gary McGoron	Yam
Mike Caves	Yam
John Green	Kaw
Jessie Byars	Yam
Larrence Bleil	Yam
Brian Abbott	Yam
Bruce Lind	Kaw
William Payne	Yam
Bruce Shoemaker	Yam
Thomas Bovaird	Yam
Ted Sturgess	Hon
Alan Barbic	Yam
Jim Graham	Yam
Manuel Radbord	Hon
John Sartorius Jr.	Hon
Gary Horton	Yam
David Rudolph	Yam
David Peterson	H-D
Eddie Hill	Kaw
James Cotherman	Tri
James Houston	Yam
Eddie Mann	Yam
Ralph Hudson	Suz
Frank Condelli Jr.	Yam
Peter Chancey	Yam
Edward Danser	Yam
Richard Stark	Hon
Al Phillips	Suz
Nick Stevenson	H-D
Steven Schaefer	Yam
Thomas Berry	BSA
Lee Halverson	Tri
Dennis Overtury	Yam
Dwaine Williams	Nor
Henry DeGouw	Kaw
Roger Barnes	Yam
James Zubritsky	Nor
Frankie Juhan	Yam
Dennis Purdie	Yam
Steven Misus	Yam
Rudy Galindo	Yam
John Allen	Yam
Dick Hollingsworth	Yam
Robert Coy	Yam
Tim Rockwood	Yam
Pat Hennen	Yam
Bob Endicott	Hon
Larry Bishop	Yam
L.A. Fitch	Yam
John A. Long	Yam
Tom Sisson	Yam
Michael Clarke	Yam
Mike Devlin	Yam
Wade Killen	Kaw
Steve Hunt	Yam
Phillip Foreman	Yam
Scott Breisford	H-D

Winner's Time: 1:1:58.22.
Average Speed: 96.665 MPH.



Mike Blocher took an easy 350 Junior G.P. win and tried for overall.



Chuck Stromenger came down from Lancaster way to take 3rd 250 Senior.

RESULT

CRC MOTOCROSS
Arroyo Cycle Park
Sunday, Mar. 11, 1973
by The Shadow

250 INT—SR	
Randy Fredrickson	Suz
Geoff Howe	Hus
Darrell Allen	Mai
0-175 INT—SR	
Danny LaPorte	Pen
Eric Jensen	Mnk
Steve Roberts	Hod
VETERANS	
Lou Mayers	Mon
Gary L. Schooley	Mai
Chuck Merriman	Yam
250 NOV	
Larry Kreie	CZ
Roy Holsheimer	CZ
Jack Eitzen	CZ
Bob Silvestro	Mai
Jerry Minder	Yam
OPEN NOV	
Roger L. Stagg, MD	CZ
Joe Corder	CZ
Chuck Eascoe	CZ
OPEN BEG	
Dudley Duncan	Hus
Ted Overholt	Bul
Don Pine	Duc
250 BEG	
Ray Miller	Ric
Mike Baumann	Bul
James Hurley	CZ
John Dial	CZ
Kurt Sofka	Yam
125 NOV	
Ray Wallace	Yam
John Myerscough	Ric
Greg Tagge	Yam
R. Bacon	Hus
100 NOV	
Jeff Dorsett	Hon
Mike Ricker	Hon
100 BEG	
Dennis Sewell	Hod
Larry Wilkerson	Hod
Rick Ricker	Hon
125 BEG	
Bill Wagner	DKW
Barry Sewell	Hod
Davy Jones	DKW
Gary Almendinger	Pen
125 BEG UNDER 16	
Mike Effenberger	Puc
Ernie Essen	Mnk
Scott Pittillo	CZ
MINIBIKE—POWER PUFF (Canceled due to water, deep mud).	

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 10, 1973
by Dale Teubner

MINI CYCLES	
*Jim Ball	Hon
*Chris Barling	Hon
*Robby Barling	Hon
100 BEG	
*Mike DePhilips	Yam
*Jeff Heigl	Yam
Bill Randolph	Kaw
100 JR	
*Clyde Chittenden	Hod
Mike Loper	Kaw
125 JR	
*Elbert Turner	Yam
Mark Van Camp	Suz
Barry Nackos	Pen
125 BEG	
*Gary Duncan	Yam
*Gene Rock	Kaw
*Richard Taylor	Yam
250 BEG	
*Mark Larrabee	Suz
*DeWayne Stark	Suz
John Filipy	Yam
250 JR	
*Richard Squire	—
*Scott Fitzgerald	Bul
*Larry Lutz	Yam
500 JR	
*Dick Smallwood	Hus
Bill Griffin	Bul
Shay Huffman	CZ
*Trophy	

MOTOCROSS
Moreno Valley M.C.
De Anza Cycle Park
Sunnymead, Calif.
Mar. 10, 1973
by Keith Patten

100 BEG	
Frank Wolford	Kaw 1-1-1
125 BEG	
Jim Olson	Yam 2-1-1
Fred Kanpp	CZ 1-2-2
125 JR	
George Forte	Yam 1-1-1
175 BEG	
Bob Ewert	Yam 1-2-1
Dick Vanderby	Yam 3-3-2
175 JR	
Dwayne Vanderby	Yam 1-1-1
250 BEG	
Kinney Jones	Hus 2-4-1
Chad Humberstone	Yam 3-3-2
250 JR	
Bernie Mayer	Hus 1-1-1
OPEN BEG	
E.J. Norris	Suz 1-1-1
Bill Wilson	Yam 2-2-2

Bob Archer rode a Honda 250 Elsinore to firsts in both 250 Expert motos at Muntz Cycle Park. — Art Cox Photo.

HARE & HOUND
Sled Riders'
Red Mountain, Calif.
Mar. 18, 1973
by Dick Wright

OVERALL	
Mark Adent	DKW
Bill Saltzman	Hus
Chuck Cartledge	Hod
Larry Roeseler	H-D
Jeff Winkel	CZ
Marty Delquist	Hus
Jerry Kensvogel	Yam
Chuck Carr	Hus
Jim Freeman	—
Dick Harris	Hus
Leon Graves	Hus
John Gartz	Hus
Mike Cummins	Yam
Phil Grane	—
Roman Lowe	Yam
Dick Myer	Hus
175	
Ron Hall	Puc
Monte Lee	Yam
175 AM	
Don Jackson	Pen
175 NOV	
Bob Ornelas	Yam
Jerry Garland	Hus
250 NOV	
Dennis Myrick	Yam
125 NOV	
Ken Cameron	Hus
100 NOV	
Casey Perkins	Hon
Rick Morrow	Hod
Lee Caldwell	Bul

LaGRANGE BLACK PLATE POINT RUN
LaGrange, Calif.
Mar. 11, 1973
by Bill Spencer

MINI A	
Rick DeLong	Hon
Mark Vaughn	Hon
MINI B	
Jeff Mason	Yam
MINI C	
Jim Lesniewski	Hon
MINI D	
Jim Lesniewski	Ind
Ricky Sorenson	Hon
MINI E	
Paul Furbush	Ind
MINI F	
Chuck Aksland	Hon
MINI G	
Steve Carillo	Suz
100 NOV	
Mike Ihrig	Bul
Danny Wells	Hon
Alan McGeehee	Yam
100 JR	
John Khole	Hon
Jona Smith	DKW
125 NOV	
Ricky Pappas	Yam
Mike Keys	Bul
Kevin Sage	Hon
125 JR	
Fred Yow	Kaw
John Willis	Bul
125 EX	
Neil MacDannald	Pen
Craig Scroggins	Bul
Mark Smith	Ric
175 NOV	
Jim Palmer	Bul
Rick Park	Bul
200 NOV	
John Lozano	Bul
Renning Bruns	Suz
175-200 JR	
Britt Davis	Bul
250 NOV	
Ted Rousse	Suz
Barry Lawerence	Bul
Rich Jackson	Mon
250 JR	
Ken Cave	Bul
Ron Boley	Bul
Dave Reece	Oss
250 EX	
Neil MacDannald	Hon
Ted Davidson	Bul
Dennis Huff	Suz
OPEN NOV	
Steve Wallace	Mai
Robert Perkins	BSA
Eric Weisler	BSA
OPEN JR	
Ken Jones	BSA
Danny Rackley	Suz
OPEN EX	
Dale Mathers	Mai
Jim Foley	Yam
Dennis Huff	Suz

A.C.E. INDOOR SHORT TRACK
Cloverdale, B.C.
Mar. 4, 1973

LITTLE MINI	
Kent Thompson	Yam
Kevin Foster	Hon
John Christian Jr.	Hon
BIG WHEEL MINI	
Mark Olsen	Hon
Butch Brown	Hon
Jack Darling	Ste
POWDER PUFF	
Tammy Sessions	Oss
Benadette Hendricks	Yam
Maureen McDonald	Suz
125	
Jeff Strutz	Hon
Mike McClain	Kaw
Howard Garbe	Yam
Randy Rauscher	Yam
250	
Randy Skiver	Hon
Darrel Hendirckson	Oss
DeWayne Hendrickson	Oss
Jim Taylor	Yam

AMA SHORT TRACK
El Centro, Calif.
Mar. 10, 1973
by Tom Blattler

HEAT 1	
John Sperry	Hon
Randy Bailey	Yam
Larry Gino	Tri
HEAT 2	
Tom Horton	Bul
Gary Tonda	Oss
Bruce Teixeira	Bul
HEAT 3	
Nick Nazzisi	Bul
Dennis Robinson	Yam
Tom Berry	Yam
HEAT 4	
Rob Morrison	Bul
Larry Collie	Kaw
Steve Foster	Bul
HEAT 5	
Art Carter	Yam
Al Kenyon	Bul
Duane Spence	Yam
HEAT 6	
John Gennai	Bul
Ed Mulder	Tri
Bob Goodman	Bul
HEAT 7	
Dennis Briggs	Kaw
Brian La Plante	Bul
Keith Mashburn	Yam
HEAT 8	
Jim Odom	Yam
Tom Kopriva	Yam
Scott Marshall	Kaw
HEAT 9	
Rick Hocking	Yam
Pat McCaul	Oss
Butch Davidson	Bul
HEAT 10	
Mike Renslow	Yam
Ron Moore	Kaw
Mike O'Brien	Yam
SEMI 1	
Rick Hocking	Yam
Al Kenyon	Bul
Jim Odom	Yam
SEMI 2	
Pat McCaul	Oss
Rob Morrison	Bul
Brian LaPlante	Bul
SEMI 3	
John Sperry	Hon
Tom Horton	Bul
Butch Davidson	Bul
CONSOLATION	
Bob Hosford	Hon
John Allison	Yam
Gary Davis	Bul
TROPHY DASH	
John Gennai	Bul
Rick Hocking	Yam
Mike Renslow	Bul
Tom Horton	Bul
MAIN EVENT	
Rick Hocking	Yam
Al Kenyon	Bul
Rob Morrison	Bul
Tom Horton	Bul
Butch Davidson	Bul
Jim Odom	Yam
Pat McCaul	Oss
John Sperry	Hon
Brian LaPlante	Bul
John Gennai	Bul

SHORT TRACK & HALF-MILE
Corona Raceway
Corona, Calif.
Mar. 14, 1973
by Elaine Jones

SHORT TRACK	
MINI A	
Scott McCarty	Hon
Jim Hall	Hon
John Yanchure	Hon
MINI B	
Jamie Oliver	—
Cary Alumbaugh	Yam
Jeff Wright	Hon
100 NOV I	
Wayne Rainey	Suz
Mike Minnig	Hod
Tim McWhorter	Kaw
100 NOV II	
Greg Scroggins	Kaw
Rob Richy	Kaw
Robert Gerbasi	—
100 AM/EX	
Vince Mead	Kaw
Rick Naymola	Yam
Terry Stanart	Kaw
125 NOV	
Al Glover	Yam
Tim Melancon	Yam
Bill Rose	—
175-200 NOV/AM/EX	
Jim Wright	Bul
Hal Cheetwood	Bul
Brian Searcy	Bul
250 NOV I	
Chuck Bonham	Yam
Greg Jones	Yam
Don Boon	Kaw
250 NOV II	
Bob Byars	Yam
Joe Pennington	Bul
Jeff Miller	Yam
250 AM/EX	
Carroll Heiland	Yam
Terry Grimer	Yam
Jerry Renner	Yam
OPEN NOV	
Kent Wilson	Mai
Wayne Goodwin	Tri
Derek Katanic	Kaw
OPEN AM/EX	
Rov MacEwen	Yam
Gary Davis	BSA
Jim Wright	Bul
HALF-MILE	
100 NOV	
Mike Minnig	Hod
Greg Scroggins	Kaw
Tim Bowers	Yam
100 AM/EX	
Vince Mead	Kaw
Robert Murray	Kaw
Steve Lyons	Suz
125 NOV/AM	
Kip Johnston	Kaw
Rick Naymola	Yam
Al Glover	Yam
250 NOV I	
John Matherson	Bul
Greg Hiestand	Bul
Chuck Bonlam	Bul
250 NOV II	
Edward Vehcert	—
Bob Byars	Yam
Jeff Miller	Yam
250 AM	
Terry Griner	Yam
John Sandona	Yam
Kirk Doyle	Yam
250 EX I	
Ray Martin	Yam
Jack Langston	Yam
Dave Lujan	Kaw
250 EX II	
Carrol Heiland	Yam
Jeff Coleman	Kaw
Tom Stahl	Oss
OPEN NOV/AM	
Jim Wright	Bul
Tom Breedlove	Yam
Bob Johnson	Kaw
OPEN EX	
Rob Morrison	Nor
Rob MacEwen	Yam
Bruce Foley	Tri

AMA SHORT TRACK
El Centro, Calif.
Mar. 11, 1973
by Tom Blattler

HEAT 1	
Jim Odom	Yam
Keith Mashburn	Yam
Randy Miller	Yam
HEAT 2	
Mike Renslow	Yam
Ron Moore	Kaw
Gary Tonda	Oss
HEAT 3	
Rick Hocking	Yam
Butch Davidson	Bul
Nick Nazzisi	Bul
HEAT 4	
Mike O'Brien	Yam
Art Carter	Yam
Brian LaPlante	Bul
HEAT 5	
Dave Masse	Yam
Bob Anson	Kaw
Tom Berry	Yam
HEAT 6	
Rob Morrison	Bul
Al Kenyon	Bul
Bud Smith	Yam
HEAT 7	
Paul Warne	Kaw
John Sperry	Hon
Bruce Hanlon	Yam
HEAT 9	
John Allison	Yam
Tom Horton	Bul
Bob Sanders	Kaw
HEAT 8	
John Gennai	Bul
Jack Vaughn	Oss
Jim Steinbach	Yam
SEMI 1	
Jim Odom	Yam
Keith Mashburn	Yam
Tom Horton	Bul
SEMI 2	
Ron Moore	Yam
Rick Hocking	Yam
Mike Renslow	Yam
SEMI 3	
Rob Morrison	Bul
Mike O'Brien	Yam
John Gennai	Bul
CONSOLATION	
Jim Brooks	Bul
Brad Holt	Yam
Tom Kopriva	Yam
TROPHY DASH	
Jim Odom	Yam
Rick Hocking	Yam
John Allison	Yam
Rob Morrison	Bul
MAIN EVENT	
Rick Hocking	Yam
Rob Morrison	Bul
Ron Moore	Yam
Jim Odom	Yam
Mike Renslow	Yam
Keith Mashburn	Yam
Tom Horton	Bul
John Gennai	Bul
Butch Davidson	Bul
Brian LaPlante	Bul

INDOOR SHORT TRACK
Salt Lake City, Utah
Feb. 17, 1973
by Terry Newfarmer

SWEEPSTAKES	
Bob Best	Bul
Dave Wayment	Suz
Doug Easton	Kaw
SCRATCH	
Bob Best	Bul
Ken Moore	Yam
Dave Wallwork	Yam
OPEN EX	
Doug Easton	Kaw
Dave Hutchinson	Hon
Phil Hart	Yam
250 EX	
Scott Jones	Ric
Adrian Nebeker	Hon
Rob Robinson	BSA
200 EX	
Bob Best	Bul
Dave Hutchinson	Hon
Dave Wayment	Suz
125 EX	
Dave Wayment	Suz
Ken Moore	Yam
Phil Bernard	Dal
100 EX	
Rock Frampton	Hon
Mark Glassett	Hod
Spence Swindle	Hon
250 NOV	
Steve Smith	Hon
125 NOV	
Danny Maxwell	Yam
100 NOV	
Jim East	Hon
TRI-WHEELERS	
Errol Jensen	—
John Stout	—
Evan Linnett	—
MINIBIKES	
Scott Center	Hon
Brad Smith	Hon

100 LAP TT
Ascot Park
Gardena, Calif.
Mar. 18, 1973
by Maureen Lee

EXPERTS	
Gary Scott	Tri
Gene Romero	Tri
Eddie Mulder	Tri
Keith Mashburn	Tri
Ron Powell	Tri
Sonny Burres	Tri
Mert Lawwill	H-D
Tom Rockwood	Tri
John Hately	Tri
Mike Konle	TRi
Tom White	Tri
Rick Newby	Tri
Larry Gino	Tri
Dave Hansen	Tri
Dusty Coppage	Tri
Tim: 1 hour 23 mins. 28.17.	
JR MAIN	
John Gennai	Tri
Mike Renslow	Tri
Alex Armstrong	Tri
Ivan Shigemasa	Tri
Jim Brows	BSA
Devon Sowell	Tri
Rick Hocking	Yam
Bob Sanders	Nor
Tom Clark	Tri
Steve Hernandez	Tri
Terry Moriarty	TRi
Lee Seidel	Tri
John Sperry	Suz
Randy Bailey	Yam
Art Carter	H-D
Jeff Hammond	Yam
Time: 12:41.77	
NOV 15 LAP	
Alex Jorgensen	Kaw
Mike Allen	Yam
Bob Hosford	Hon
John Allison	Yam
Bill Oliver	Bul
Earl Roloff Jr.	Yam
Jerry Kole	Yam
Marc Barbani	Kaw
Mel Walker	Yam
Brad Holt	Yam
Tom Kopriva	Yam
Jack Langston	Suz
Ricky Milner	Bul
Kirk King	Bul
Jim Young	Yam
Jeff Davidson	Bul

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Advertisers Index

ACK Products 8
Action Cycle ..... WA
Alhambra Yamaha ..... WA
Allied Cycle ..... WA
Alsport 51
American Jawa 5
American Motocross Club, Inc. 21,20,38,38
American Motocross Enterprises .37, 36, 38
American MX (Maico) 12
American Riders Supply 12
Arroyo Cycle Park 36
Ascot Park 39
Ashlock Office Machine 8
Bagnall Publishing 51
Gary Bang ..... WA
Bassani Manufacturing 12
Bay Area Bultaco 33
Belile's Restaurant 34
Big Grizzly Fun Development Co. 34
The Bike Shop (Orange) 14
Blendzall 39
The Bolt King 14
Boyd & Stellings 18
Buddha Enterprises ..... Results
Bultaco American 11
Burak-Bye Products 14
C & J Precision Prod. 12
C & M Specialties 8
CMC 36
CRA 36
CRC 37, 39
Calif. Cycle Center 9
Carabela Motorcycle Corp. 12
Cole Brothers ..... WA
Collins & Sons 32
Competition Cycle Products 12
Competition Cycles 33
Competition Dynamics 33
Competition Service, Inc. 21
Cook Cycle & Marine 8
Cooper Motors 12
Corona Raceway 34
Crowell Cycle ..... WA
The Cycle House 16
Cycle News Subscription Info 6
Cycle Mart 8
Cycle Parts 12
Cycle Trend West 32
D & S Motorcycle Carriers 14
Darkhorse Kolor 12
C. E. Davis 51
Jim Davis 33
Dirt Diggers North M/C 9
Discotet Corp. 17
E.T. Cycle Sales 8
Endura Vitamin Distributors 12
Escape Country 9
Gannoss Eng. 16
Glendale Yamaha ..... Results
Grand Prix Cycles 30
Guy Louis Motorcycles ..... WA
HRL Lubricants 12
Hacienda Honda 30
Harless Honda 33
Helmet House 15
Hercules Distributing 12
Hobo Industries ..... WA
Home/Gard 31
Hooker Headers 16
Jim Hunter Motorcycle Repair ..... WA
I.C.R.A. 16
Indian Dunes 36
Indian Motorcycles 39
Insurance Assoc. of Van Nuys 32
International Accessories 10, 15
Irwindale Raceway 36
J & J Motors 33
John's Racing Cycles 35
Jones MX Products 32
KBIG Radio 20
Kar Cycle ..... WA
Kawasaki ..... 26 & 27
Kendick Eng. 35
Klocker Sales & Service 16
Knobby Shop International ..... Results
Long Beach Honda 15
Lubri-Tech 33
McGill Cycle Park 18
McLaughlin/Motors 51
Manhattan Sportbike ..... WA
Melody Mufflers ..... Results
Mettco 15
Mid-Valley Cycles 15
Mission Hills 8
Modessette Eng. 35
National Motocross Assoc. 30
Nick Nicholson Motors 16
Norm Reeves Honda 16
North American Imports 33
Numbers 35
Number Plate Service 8
Norton Villiers Corp. ..... 23, Results
Old Timers M.C. 30
Orange County Cycle West ..... WA
Othman Distributing 16
Otto's Cycles ..... Results
Outrider M/C Dept. Store 32
Owahee Motorcycle Club 30
Pennzoil 13
Penton West Inc. 16
Poppy 8
Precision Cycle ..... WA
Premier Yamaha 31
Preston Petty 11
Racer Products 33
Rawhide Park 36
Remco ..... WA
Revell 34
Robert Bosch 22
Roberts Suzuki 35
SRA 39
Scramblers Motorcycles 33
Scuderia ..... WA
Selby Motors 8
Malcolm Smith 16
Smuggler Trailers 16
So. Bay Motorcycles/Redondo Bch. 33
So. Calif. Dunecycle Dealer Assn. 34
Sportsman M/C 30
Steve's Bultaco ..... WA
T & O Yamaha 35
Tillman Sport Center ..... WA
Tiger Dist. 16
Torco Oil Co. 19
Torsten Hallman Racing, Inc. 9
Town & Country Cycle ..... WA
Triumph 52
Tri/Suz. Pomona 31
Trophy Cycle 8
URA 31
Valerian's 10
Valleywide Catering, Inc. 32
Venolia Forged Racing Pistons 14
Warren Wilson 35
Webco Inc. 19
West Coast Training Service 32
Westminster Sportcycle 32
Wheel Clinic 32
Wheelsmith Engineering 32
Whittier Honda 32
Work Shoe Unlimited 21
World Sports Products 14
Yamaha ..... 2 & 3
Yamaha of Corona 32
Yamaha of El Monte ..... WA
Yamaha of Fontana 31

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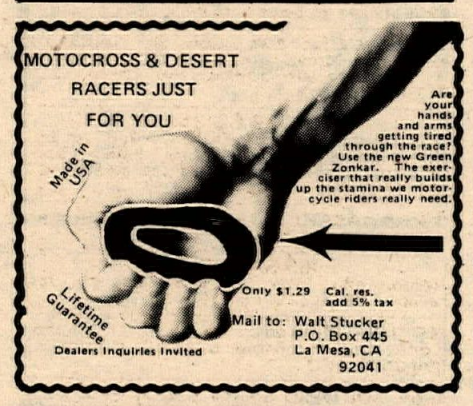

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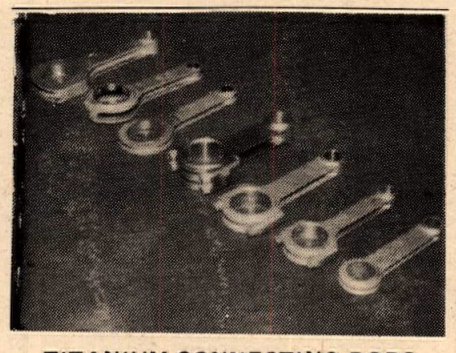

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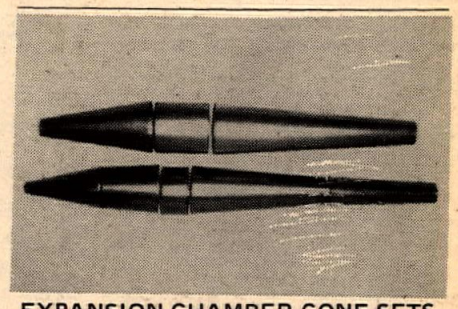

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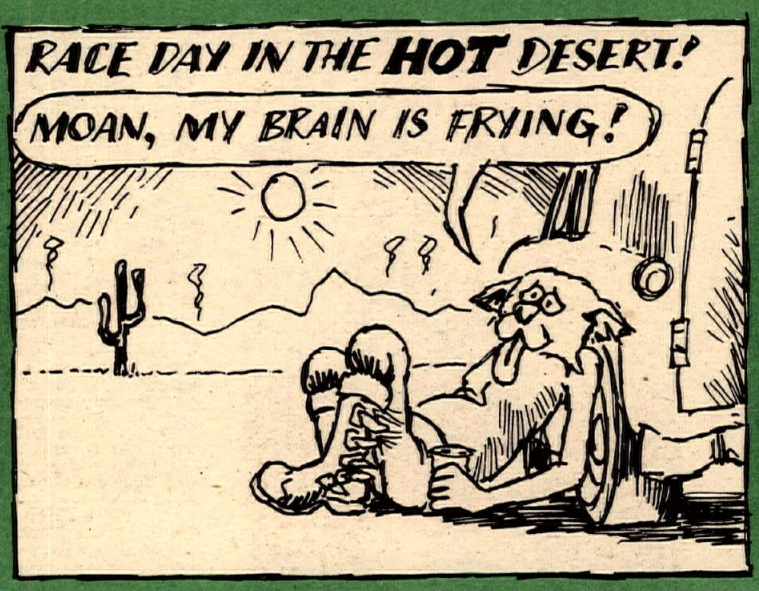

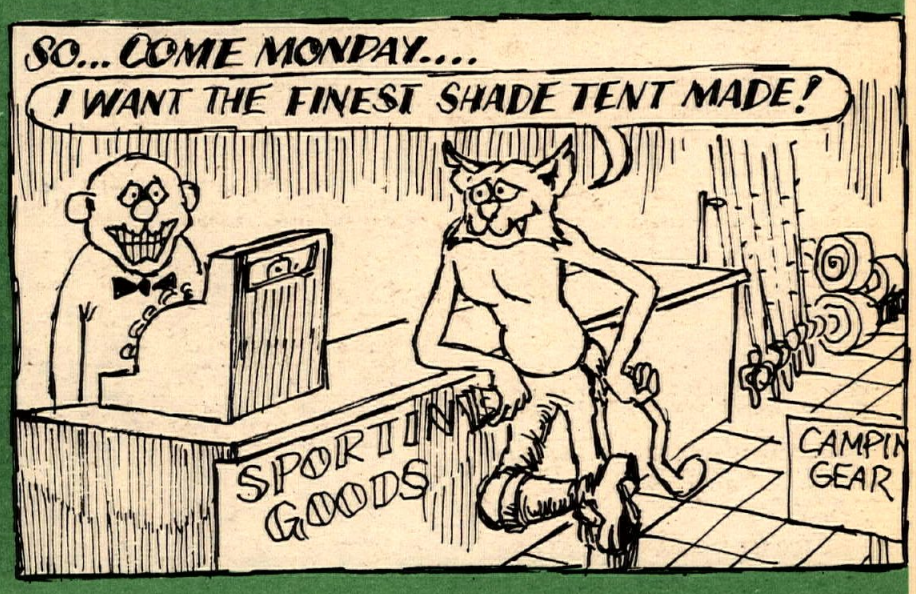

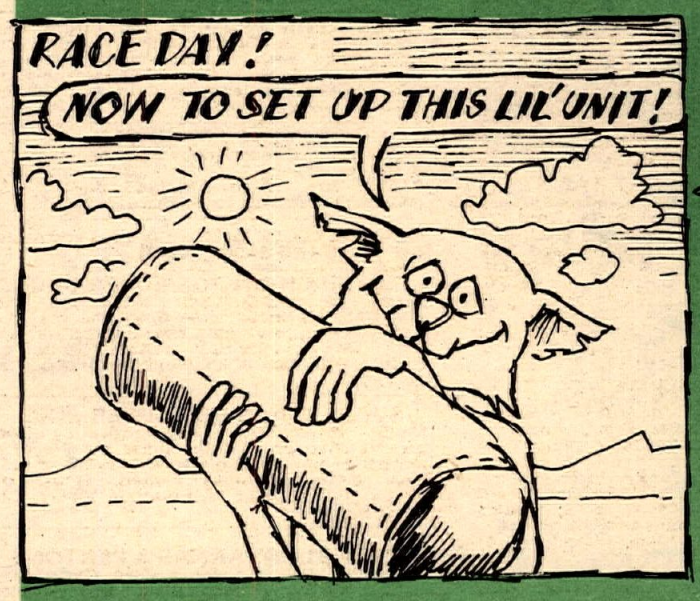

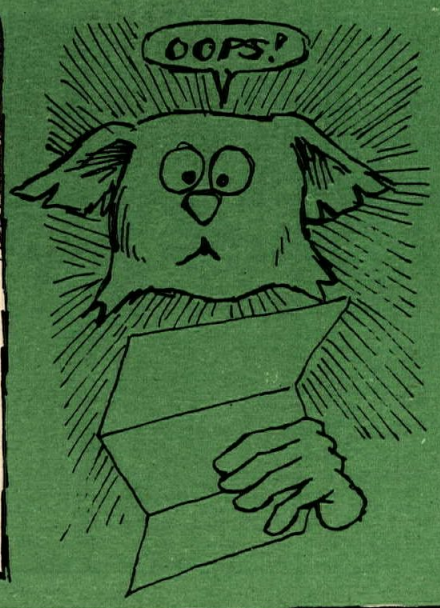

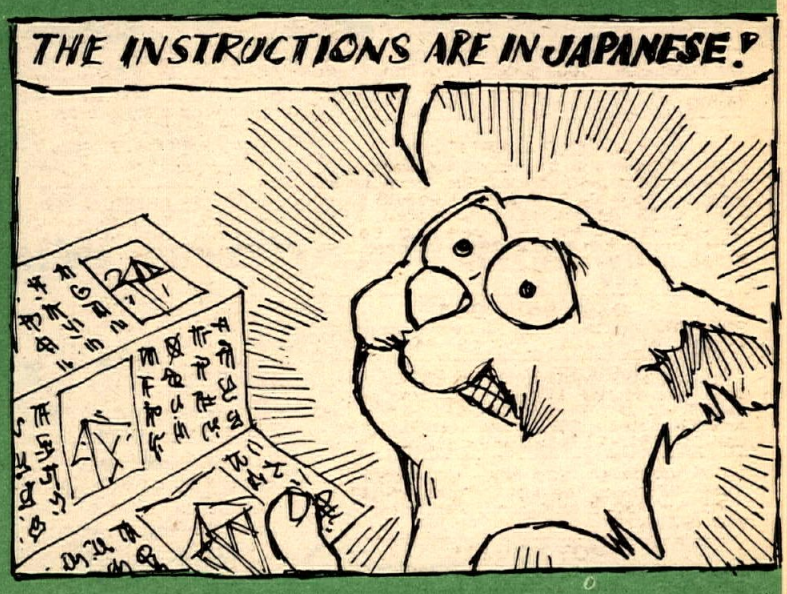

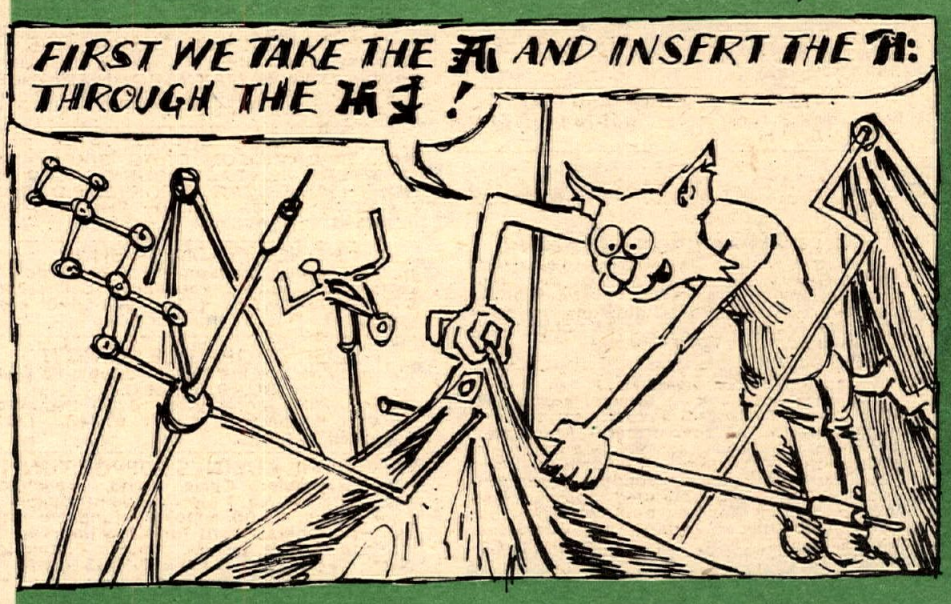

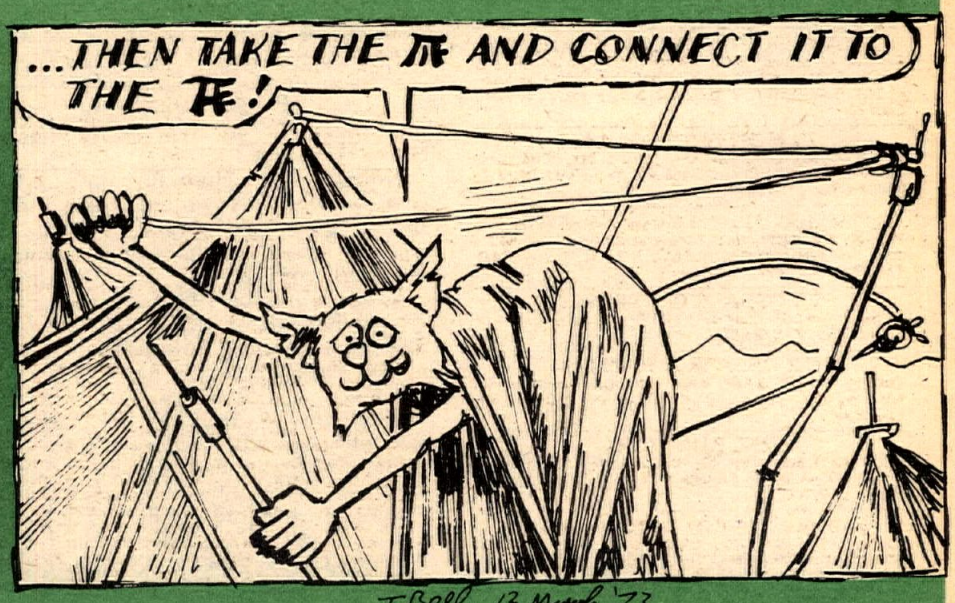

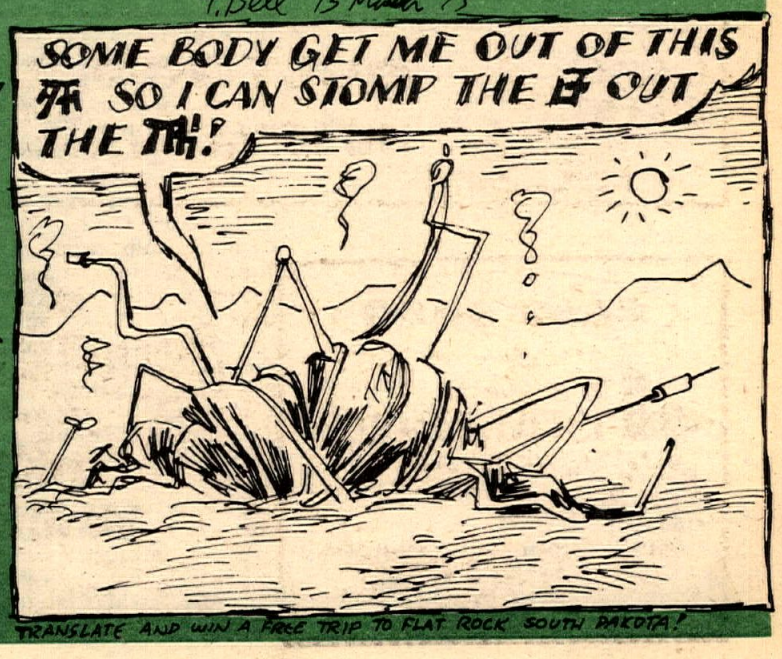

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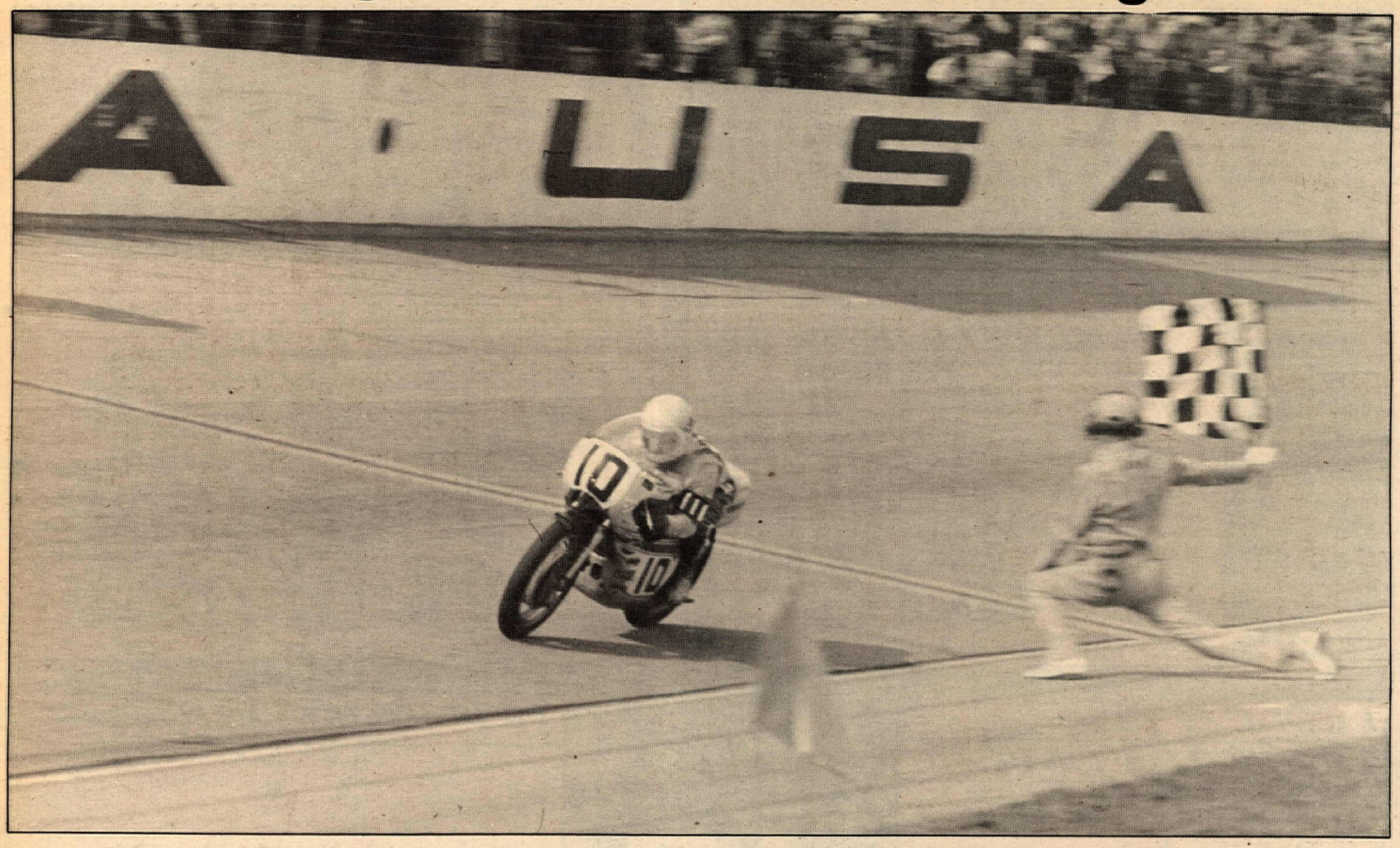


Jarno Saarinen Winning the 200 Miles of Daytona

by Peter Grufstedt

The Saturday evening before the Daytona 200 I had the opportunity to spend time with the current 250 Road Racing World Champion, Jarno Saarinen. I can only say that I have never met a more modest superstar. The World Champion has been characterized as being "cocky" and I don't feel this is fair. First of all, Jarno does not speak impeccable English and, at times, his choice of words can be interpreted incorrectly. And secondly, though he is opinionated, he usually does not volunteer a critical opinion unless pushed. A World Champion with his accomplishments is entitled to his opinions, but I definitely did not find him "cocky" in any manner.

Jarno Karl Saarinen was born to Anna Maija and Jorma Saarinen on December 11, 1945 and experienced a normal childhood with his three brothers. He attended public school and then entered the University of Finland where he later was awarded a degree in automotive engineering.

On the last day of 1971 he married his wife Soili and, though they don't have a permanent home of their own yet, they reside in Turku, Finland. His only other interest, aside from motorcycle racing is photography and film making: to capture the people and the countries he has visited and of motorcycle racing, for future memories to reflect on.

Jarno first rode a motorcycle when he was nine years old. His older brother sat behind him and instructed him as to its operation. His interest developed from that point. At seventeen, he entered his first race, an ice race, and finished third. He continued to ice race for four more years with great success. In 1964 he entered his first road race as an FIM Junior and three years later obtained his Senior license.

"Normally, at that time road race tracks were sand, maybe all sand or partly sand, so we had motocross bikes with very wide handlebars." He feels that his experience in ice racing helped him immensely in road racing because "in Europe we are racing even if it is raining." As a result, he achieved a greater sense of feeling for the motorcycle and the track.

He entered his first World Championship race, the Finnish Grand Prix, in 1968, and finished eleventh in the 125 class. "The first time I went to the Continent racing Grand Prix was 1970 and that year I did nearly a whole season but I had to leave off the last three Grand Prix because of my studies."

That year he finished fourth in the World Championship standings in the 250 class. His first full season on the World Championship circuit was 1971 when he was second overall in the 350 class and third overall in the 250 class. In 1972, Jarno finally did it all, winning the World Championship in the 250 and finishing second in the 350 class, behind only Agostini on the works MV's.

Since Jarno started riding on the World Championship Circuit in 1970, he has done all the work on his motorcycle himself. It was a "lot of work and took all of my free time."

"Normally the night before the race I had to do the cranks on both bikes and it meant that I got very little sleep." Last year he received motorcycles and spare parts from the Finnish distributor for Yamaha, but he still had to do all the wrench work himself, as he couldn't afford a mechanic. "This (Daytona) is the first race that I have had a mechanic."

Soili, Jarno's wife, was his biggest helper and was with him all the time. "Actually she was my mechanic." She looked after everything else. She made the food, washed the clothes, took lap times, and kept an extensive account of everything that was spent, right down to the last nut and bolt. That way he knew exactly how much mileage was on each piece of the motorcycle. Daytona was the first important race where Soili did not accompany her husband, for they felt that the air fare was too much to spend for a week in the paddock. She will, however, join him in Italy as he is to race there for the next five consecutive Sundays.

Jarno feels that "World Championship racing is very different from American racing because the money is not so big, but I think that the best thing I like about Continental Grand Prix racing is the atmosphere. All the riders are good friends and we are like a family." However, he doesn't feel that the crowds, the excitement, or the atmosphere makes him go faster, and he disregards the newspapers and all other forms of pressure.

"I have my own speed. I think that if you feel the pressure then you have to go faster, and then it is no more."

He feels that he "can earn enough to live" by racing on the Grand Prix Circuit, but because of the small purses involved, he "knows of many people in Europe who have difficulties" because of bad luck and poor results.

"We have had to be very tight sometimes", living and eating out of a van. Unless you are a paid factory rider, it is very difficult to make ends meet and live comfortably.

"I started to race on the Continent because I wanted to see foreign countries and people. Of course life like that, living in a truck...with that way of living one may get fed up, but I think it is fun for two or three years. It is okay for me. The money is not so important, it is good but not the most important." What is important is "a good life, good relations, good friends and so on. Yeah, money it helps a lot but it is not all. One may have a lot of money, but he still may not be happy."

What would he ultimately like to do?

"I have a plan. I did it already at the end of 1970 when I talked to the press people and everybody that I am going to stop racing, because at that time it was very expensive for me. I had private bikes and I should have stopped, anyway I believe so, but the Finnish importer asked me to come and see him and he offered me two bikes and spare parts. I said 'All right' and promised to ride one more year, and if it went well, then another one.

"The first year was '71 and it went quite good and the second year was last year, and after that I would have stopped but the situation has changed completely. The Yamaha factory came and offered me a place as a factory rider. They offered me a contract, which means that they pay me some money. They give me a mechanic; they are going to look after my bikes, to transport them and so on. That's why if I stopped racing, last year, maybe afterwards I would have regretted it. I will do this year, maybe next year, but not very long. Then I want to stay in Finland as an engineer. I like Finland very much and would like to stay there."

Raising a family is also a consideration and Jarno and Soili have talked it over and have decided to wait until he has finished racing before they should make a family.

"In Europe there are many riders that have small children that are traveling with them and I think that the paddock is not such a good playground for children."

Is the Flying Finn a national hero?

"Actually not. Motor sport in Finland is not so popular, not very well known, but that is a thing that I like very much. I don't want to be a hero or so popular...I know most of the Finnish people know me by name, but not by sight, and that is pretty good. Because when I stop riding and start working as a private man, to be well known I think it is not good. It is always disturbing your private life."

Jarno has no great desire to race in the United States, though he would like to race at Ontario. But Ontario's scheduled date for this May clashes with the Austrian Grand Prix, which he must race. Unless Ontario should be rescheduled, due to track management difficulties, to a later date, he will have to forego it.

Pressed to reveal his thoughts in America he felt that it was completely different from the Continent in its life style. "Like racing for instance, it is much more show than serious racing. That is my opinion." He also feels that American race circuits, from his limited experience here, are considerably safer with larger run-off areas than their Continental counterparts, though he doesn't find "these (Daytona) bankings very safe. There are many safe tracks in Europe, also." such as his favorite, Assen, in Holland, but he feels that the dangerous tracks are such simply because of lack of money.

Reflecting on Ontario, he felt that it was a good circuit, and though he crashed there, he liked it. Prior to Ontario, he had never even seen a picture of the course, so for the initial two laps he went quite slow.

"On the third lap I started to go a little bit faster, and the place I crashed there are many left hand corners behind each other and you can take them as one corner. The track looked straighter than it was and the last one was more tighter and I realized it at first in the middle of the corner. I tried to lay the bike over more but then the rear wheel slid off." But Jarno came to Ontario late, was tired from jet lag, and didn't get a chance to drive around the circuit in an automobile, as he usually does before practice.

Jarno admittedly has never fallen off hard, though he once broke his collarbone on a kilometer sand oval (Half-mile). He does, however, think about the danger of motorcycle racing and the possibility of injury.

"That is one very important

Jarno Saarinen, The Fastest Finn

question. Everyone thinks: I myself, I can never get hurt; but it may happen whenever. But to avoid that as much as possible, I think it is to try to leave some certain margin, some certain safety margin. In riding, mechanical trouble may come whenever, you never know. I try to ride with a margin of safety, many people in Europe do, but not here in the States. They just go flat out, they are not very worried about if they get hurt."

The World Champion will not compete at the Isle of Man TT Championship Race this year. "Yamaha is not going there, and if they were, I wouldn't. It is too dangerous. Many other circuits are dangerous as well, but the Isle of Man is so long that it is impossible to remember. Maybe if you have raced there for ten years, then you can remember it, but as a rider for the first time it is impossible to remember. I ride at other dangerous tracks but they are so much shorter and it is possible during the practice to learn it and to be able to remember which places are bad and take it more easier."

Jarno feels that Kenny Roberts is possible World Championship material, but he stressed that "if he should come to Europe, he should do at least one season before trying the title, to use one season to learn the circuits, because they are different from American circuits. They are more dangerous, they are more difficult to ride, so the risk possibility is greater. They should come there and forget the American style and concentrate. I hope you understand what I mean."

The World Champion would not commit himself as to who the greatest competition was that he ever rode against. He did intimate that he felt that Cal Rayborn was the best American at Mallory Park's Race of the Year, and felt that Art Baumann was pretty quick, particularly with his qualifying speeds at Daytona.

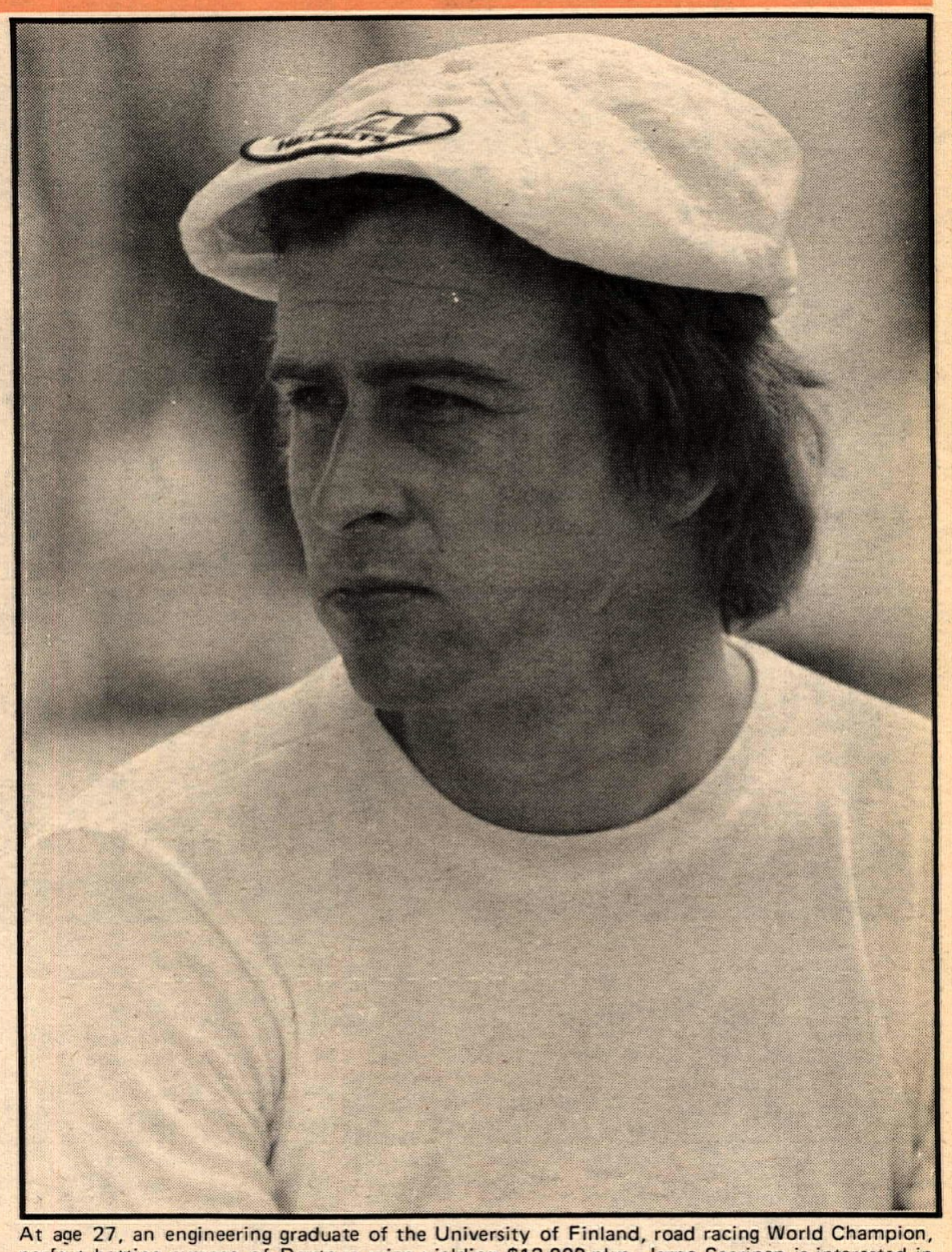
The night prior to the Daytona Classic, Jarno was quite optimistic. He felt that Yamaha would win, because of their durability, and that the fast 750's would break. But he was not very impressed with the Daytona circuit as he felt that it was not that hard to ride; that it was principally the machine that counted. Concerning Paul Smart's quick pole-winning qualifying time, he commented that Paul "has been here so long that he has learned that crazy American style."

"We in Europe, when we practice, we normally don't take it so fast, we don't risk so much until the race. Like yesterday in qualifying, I went about two seconds slower than my best lap time in practice, because I didn't want to crash. I didn't go 100% because the track was still wet in a few places and the main thing in qualifying was to get in the first wave. It doesn't really matter if you are in the first row, or the second row, or even the third row because it is such a long race." He admits to having ridden 100% in the past but "the wildest time is over, because in 1971 I had many narrow escapes."

Last year, aside from Ontario, he had few. He also thought that the chicane addition to the backstretch of Daytona was a good idea and beneficial to him as he could make up some time.

Jarno's happiest race ever was the Finnish Grand Prix last year. "It wasn't my best race because it was too easy, as all my rivals had to stop. But I won that race and the win decided my title and when it happened in Finland, it was appropriate. It made me very happy." Jarno's best race he feels was the German Grand Prix last year at the famous Nurburgring "when I beat Agostini fair and square."

The Flying Finn plans to contest Agostini again this year on the Grand Prix Circuit. He hopes that the Yamahas will be competitive against the MV's. "We'll have to wait and see."



At age 27, an engineering graduate of the University of Finland, road racing World Champion, perfect batting average of Daytona wins yielding $12,000-plus, Jarno Saarinen is interested in settling down and raising a family. Maybe he'll try once more to beat Agostini.

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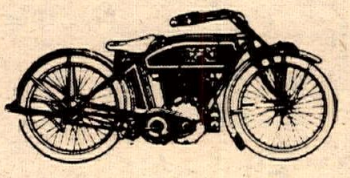

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10. The Columbus Half Mile June 24
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11. The San Jose Mile July 1
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